DieselCar

THE UK'S LEADING MAGAZINE FOR ECONOMY MOTORING

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Christmas SPECIAL ISSUE

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AIRBUMPS
EFFICIENT
ENGINE
PANORAMIC
ROOF
THERMODYNAMIC
TOUCHSCREEN

A	F	R	P	A	N	O	R	A	M	I	C	Q
F	G	H	E	R	E	F	T	G	Y	J	I	L
L	A	W	S	D	E	N	E	A	L	C	X	N
I	M	F	A	I	R	B	U	M	P	S	L	L
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J	I	S	E	A	S	F	Y	Q	A	D	F	B
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A	D	G	X	X	L	Q	U	O	S	N	T	C

CRÉATIVE TECHNOLOGIE

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Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO_2 Emissions (g/km) (Range). Highest: Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO_2. Lowest: Citroën C4 Cactus BlueHDi 100 S&S manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO_2. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

DieselCar & EcoCar

CONTACT US
Diesel Car Magazine
40 Nevendon Road, Basildon,Essex, SS13 1AW
Tel: 01268 288515

Website: www.dieselcar.com
Facebook: www.facebook.com/dieselcar
Twitter: www.twitter.com/dieselcaronline

EDITOR & PUBLISHER
Ian Robertson
ian.robertson@dieselcar.com, Tel: 01268 288515

DESIGN DIRECTOR
Steve Dawson
design@dieselcar.com

SUB-EDITOR
Holly Kavanagh

CONTRIBUTORS
Maxine Ashford, Sue Baker, Gavin Braithwaite-Smith, Peter Cracknell, Doctor Diesel, Iain Dooley, Richard Dredge, Vicky Dredge, Simon Hacker, Victor Harman, Phil Huff, John Kendall, Martin Langan, Simon Thompson and Mathew Wright

DOCTOR DIESEL
doctordiesel@dieselcar.com

ROAD TEST TEAM
Sue Baker, Iain Dooley, Phil Huff and Ian Robertson

WEB TEAM
Steve Dawson, Adam Sloman and Mathew Wright

DISTRIBUTION & CIRCULATION
Adam Long

ADVERTISING MANAGER
Marisha Arthur
marisha.arthur@dieselcar.com, Tel: 07836 298070

ACCOUNTS DEPARTMENT
accounts@dieselcar.com, Tel: 01268 288515

SUBSCRIPTIONS & BACK ISSUE ENQUIRIES
Ian Tomalin
subscriptions@dieselcar.com, Tel: 01268 288515

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licensing@dieselcar.com
Tel: 01268 288515

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FESTIVE FACELIFT

If you've already had a crafty flick through the Christmas issue of the magazine before starting reading from the beginning, you've probably noticed that this month's Diesel Car is a little different to before. A bit like cars receiving enhancements and facelifts, your favourite magazine has undergone some design and style improvements this month. It's almost two years since I led the management buy-out of Diesel Car from the previous publishers, and while the prospect initially seemed quite scary, I hope you'll agree that the magazine is going from strength to strength.





And if you think this issue feels meatier than before, you'd be right, because we've beefed up the number of pages to 148 and enhanced the quality of the paper, all while leaving the newsstand price alone at £4.95. But there's no point in adding more pages if the content hasn't received an uplift, and we've worked hard in this area, too.

Of course all your favourites are still all present and correct, including Doctor Diesel, Marketplace, High Mile Club and the most comprehensive data files section in the print world. Not only do we list statistics on every diesel car sold, broken down into manual and automatic transmission, but we also include hybrid, electric and alternative fuel vehicles, as well as eco-friendly petrol cars that boast CO_2 emissions that are 100g/km or less, and thus qualify for zero cost vehicle excise duty.

We hope that the magazine flows a little easier, now broken down into different zones. From News through to Marketplace, and then onto the comprehensive Tests section, before moving onto an area that features all of the regular features like Doctor Diesel and DM@il, and that we affectionately refer to now as DieselWorld. The used car section morphs into buying and selling and is more comprehensive, before the magazine nears its end with the data files. Last but not least, the Eco Car supplement moves to the very back of each issue, having its own dedicated section that will grow and grow over the coming months.

We hope that you like the enhancements, but this is only the beginning. Over the next few issues there will be even more new features dripfed into the new look Diesel Car, ensuring that it continues to be at the very pinnacle of sensible eco-friendly motoring. I would be delighted to hear what you think of the new design, so please drop me a line at ian.robertson@dieselcar.com.

Remarkably this is the final edition of Diesel Car to wear the 2015 date stamp. On behalf of the entire Diesel Car team, I would like to wish you a very merry Christmas and a happy and prosperous new year.



IAN ROBERTSON
EDITOR & PUBLISHER

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Our supplement dedicated to the most eco-focussed cars on the planet moves to its new home in the magazine, where it has its very own dedicated section. You'll find the latest news, views, road tests and features, too.
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- Mitsubishi Outlander PHEV
- Nissan Leaf
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MEET THE TEAM

Question of the month: Which car would you like Santa to bring you on Christmas Day?

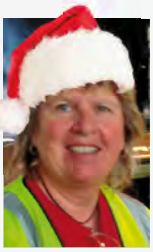
IAN ROBERTSON



From an early age it was obvious that Ian's career would have to involve something to do with cars. He started working on Diesel Car in 2007, and now not only edits the title, but also owns it too! He started his motoring career off well by passing his driving test just 63 days after his 17th birthday.

"SEAT Leon FR 2.0 TDI"

MAXINE ASHFORD



Maxine has always had a passion for cars, and after ten years as a regional motoring editor in South Wales, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out the latest new cars, as well as interviewing the brains behind the cutting-edge technology. She simply loves driving, though not quite as much as rugby!

"Volvo XC90 D5 AWD Inscription"

SUE BAKER



Sue has had a passion for cars since childhood, and learned to drive on Pendine beach aged 15. From a career starting in local newspapers, she zoomed into Fleet Street aged 22, and has been a motoring specialist on national newspapers, radio and TV, including a decade on Top Gear pre-Clarkson, although she never punched anyone.

"Range Rover Sport SDV6"

GAVIN BRAITHWAITE-SMITH



Gavin's right foot is still planted firmly in the 1980s and 1990s, as he fuels his rather unhealthy obsession for old motors. Commonly he is found tapping away furiously at a keyboard, or hurtling up the A303 from Devon to attend a car event. He is said to be fond of tea and Hobnobs.

"A mint condition Citroën ZX Volcane 1.9 Turbo D"

JACK CARFRAE



Jack began his career as a journalist writing about classic cars, and has since covered almost every corner of the market, including new and used vehicles, and fleet and business, too. He has worked on his fair share of publications, including consumer magazines and websites, national newspapers and specialist business titles.

"Ford Focus ST 2.0 TDCi"

PETER CRACKNELL



Despite the ever-increasing weight of traffic on our roads, matched annoyingly by a significant worsening of their surfaces, Peter still believes there's plenty of fun to be had behind the wheel, though he freely admits that probably his most useful job today is seeing how slowly he can get the fuel gauge to move.

"BMW 640d M Sport Convertible"

IAIN DOOLEY



Iain started his career working with pictures of cars, but soon realised writing about them was much more interesting than being hunched over a lightbox. Since then there's little he hasn't driven or written about. Interests include the business of making cars and the wealth of technology transforming modern motors.

"Jaguar XJ (X350)"

RICHARD DREDGE



Having got hooked on cars aged 11, and then after a false start working in retail, Richard decided to make a drastic career change in his 20s and chose to pass the time writing about cars instead. And he's glad he did, because now he regularly gets the opportunity to show just what an anorak he is, to anybody who will read or listen.

"Audi A4 Avant 3.0 TDI quattro"

SIMON HACKER



Simon has spent many years writing for national newspapers on bizarre motoring experiences, from hunting Nessie in Scotland by four-wheel-drive, to chauffering Lady Penelope. But these days he keeps a trim carbon footprint: if he's not driving an eco-friendly electric or hybrid vehicle, he's out on his bike.

"Volkswagen Transporter Shuttle"

VICTOR HARMAN



A former industrial chemist and car valeting specialist, Victor knows a bit about what makes a car shine and then shift off the forecourt. His motoring life started in a 1956 Bond three-wheeler, followed by two air-cooled Beetles, and a pair of Renault 16s. Favourite car owned was probably his 1972 Alfasud.

"BMW 218d SE Active Tourer Automatic"

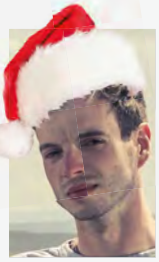
PHIL HUFF



Phil has spent 20 years working around cars in one way or another, turning to writing about them after realising he was too poor to race them. He's always looking for the next four-wheeled adventure, and has developed a rather unhealthy habit of buying up undesirable cars from the 1980s and 90s to sit alongside his old Americana.

"Maserati Ghibli"

SIMON THOMPSON



Still a relative youngster in the world of car photography, he gained extra experience working with snappers after his university course, before being brave and going it alone. Usually found at the side of the road with a camera and a hat, all in the name of motoring art. All proceeds go to the restoration of his 1960 Mini named 'Edgar'.

"Alfa Romeo GT 1.9 JTDM"

LIFE ON CARS

In the first of a new monthly feature, we take a closer look at the hard-working writers that make Diesel Car possible each month. The guys and girls that tap away tirelessly at keyboards just to bring you your monthly diet of diesel-focussed motoring. It's the editor and owner of Diesel Car that is under the spotlight this month, Ian Robertson

What was your first car?
It was a Cherry Red Peugeot 405 and I loved that car. My Dad purchased it brand new, and I bought it from him with 51,000 miles on the clock three years later. I spent a lot of time cleaning and polishing it, and eventually sold it three years later at 102,000 miles.

What was the most unreliable or frustrating car that you owned?
Back in 2000 I bought a brand-new Fiesta Zetec and set about upgrading it so that it looked better than the bog-standard car. I fitted a sportier mesh Zetec-S grille and got the dealer to paint the side mouldings to match the rest of the car. I thought it looked smart, but the car obviously had different ideas. No matter what the dealer did, the side mouldings would peel off overnight. They would be stuck tight to the sides when you got home at night, but you would come down in the morning to drive to work and one or more of the mouldings would have fallen off and be laying on the driveway. It went back four or five times for the problem to be resolved, but each time the result was the same. The car also had a tendency to open its passenger side door on roundabouts, which was a bit scary – especially if you had someone sitting in the passenger seat. There would be no warning, the latch would just let go, and the door would fly open. The dealer said it had solved the problem by putting the car on the ramps and getting someone heavy to hang on the door to realign it! By the time that issue was cured, Ford had agreed to buy the car back from me due to the long list of other problems with the car.

What was the favourite car that you've owned?
It has to be the Rover 75 that I bought new in September 2000. I had loved the look of the 75 ever since it was revealed, and I knew that I just had to save up and buy one. I had wanted a 2.0-litre CDT model, but they were scarce, and so I settled on a 1.8 petrol. It was the mid-range Club model and came finished in Atlantic Blue. It looked stunning, and the chrome trim looked fantastic against the deep blue metallic paint. But the sad reality was that the car was unreliable. It suffered head gasket failure twice in 11,000 miles and had a long list of faults, including mis-matched paint. Eventually Rover bought the car back from me and I bought a Ford Focus ST170 instead.



What do you love about cars?
I think I'm probably abnormal in that I love the mundane, everyday cars in preference to supercars. I'd rather be learning about the latest Volkswagen Golf than a Ferrari or Lamborghini. Way before I was able to get behind the wheel myself, I was visiting local car dealerships, collecting brochures to learn as much as I could about the latest models. The passion has probably turned into more of an obsession as my collection now spans to half a double garage full of brochures and magazines.

What aspect of driving infuriates you most?
I hate lane hoggers. If everyone used the motorways and A-roads properly, we wouldn't get so many traffic jams and congestion. Few people actually use lane one now, with the majority simply cruising along in lane two oblivious to the fact that the road on the left is empty. Maybe it is time for the UK to introduce a similar system to the USA where you can undertake and overtake in any lane. This would bring a halt to the problem, and may even get Britain moving again.

Who would be your ideal driving companion?
Probably someone like Peter Kay, who would make me laugh. Life's too short not to enjoy every single moment, and so if I spent a journey laughing and joking around, that would be my idea of a great afternoon.

Is there a piece of kit in a car that you couldn't do without?
I think it has to be Bluetooth audio streaming. I still find it remarkable that I can carry my entire music collection around on my iPhone and play any track that I desire. It's a far cry from when I first started driving and used a case full of cassettes to play my music.

Are there any pieces of equipment in cars that you think are unnecessary?
I really don't understand why the infotainment systems in cars make it possible to use Facebook, Twitter and other forms of social media. Drivers should have their full attention on the road in front of them, and any attempt to derail that is a bad thing.



Do you think the speed limit should be increased on motorways?
I think there is some sense in increasing the maximum speed a little, but not by too much. Raising the limit to 80mph would mean that many people would drive at 90mph and that's as fast as I would want to be travelling on the UK's crowded, congested roads. But I would recommend an increase in speed with a caveat – I think that there should be a reduced speed in the event of poor weather conditions, similar to that in Europe. So maybe increase the speed to 80mph in dry conditions, but if it is raining, the limit remains at 70mph like it is now.

What's your view on autonomous cars?
I think they have a place in society, but it should not become compulsory. From my experience of the technology, it zaps all the enjoyment out of motoring, and so from someone that loves driving, I would like to see the cars introduced, but never on a compulsary basis.

RAISING THE **ROOF**

Following the launch of the all-new Hatch last year, MINI has revealed the next iteration of the car based on BMW's brand new front-wheel-drive platform. Revealed for the first time on these pages, the new third-generation new MINI Convertible is longer than before, has a 25 per cent bigger boot, a roomier cabin, and yet is even more frugal than before.

Initially available in Cooper D guise only, it features the cracking 114bhp 1.5-litre three-cylinder unit that is found in the hatchback, and in six-speed manual guise emits just 100g/km of CO_2 and is capable of 74.3mpg on the combined cycle. Those figures are good enough to make the roofless MINI vehicle excise duty exempt, while the six-speed automatic transmission equipped car has official figures of 72.4mpg and CO_2 emissions of 104g/km. A new pre-heating system has been added to diesel versions of the MINI Convertible, reducing the amount of energy









required to start the diesel engine by around 50 per cent compared to before. Predictably the newcomer is more expensive than previously, with prices rising by £1,130. The Cooper D manual is priced at £20,225, with the automatic edition costing £21,495.

Boot space has been improved to 215 litres with the roof up, while folded down there's a reduced area of 160 litres. A new easy-load facility with the roof closed allows the stowage of bulkier items that wouldn't normally fit through the aperture. A pair of locking handles allows the roof to swing higher up than previous MINI Convertible models, and for longer loads, the car's standard fit 50:50 split rear seats can be folded down. The new fully electric roof can be opened and closed at speeds of up to 18mph, and takes just 18 seconds, with claims that it is quieter and smoother than ever before. As well as the standard black soft-top colour scheme, buyers can choose a Union Jack logo woven into the roof material in a black and herringbone design.

Initially available in Cooper D guise only, it features the cracking 114bhp 1.5-litre three-cylinder unit that is found in the hatchback...

Standard equipment on the latest car includes DAB digital radio, rear parking sensors and a reversing camera, as well as Bluetooth mobile phone connectivity. A head-up display is optionally available for the first time on the MINI Convertible, along with a driving assistant package that includes adaptive cruise control, autonomous emergency braking, pedestrian detection, high beam assist for the headlights and traffic sign detection.

The latest MINI Convertible is available to order now, with the first examples of the car arriving at UK showrooms in March next year. Two new paint finishes join the colour palette for the first time – Caribbean Aqua metallic – as seen on these pages – and Melting Silver metallic. They join seven other metallic finishes and four solid colours. DC







OPEN TOP **EVOQUE**







Over two and half years since the concept car version of the Evoque Convertible was unveiled for the first time at the Geneva motor show, Land Rover has taken the wraps off the production version of the baby Range Rover. Set to be shown for the first time at the Los Angeles motor show later this month, the first customer cars will be built at the company's Halewood plant near Liverpool, and arrive in UK showrooms in the spring. Land Rover claims that this is the world's first luxury SUV convertible, and is capable of carrying four adults. With sales of crossover and 4x4 vehicles forecast to grow by another 20 per cent over the next five years, the British firm is hoping that this flagship Evoque will be able to capture its fair share of the growing marketplace.

The silhouette of the Evoque Convertible is similar to that of the Coupé, and features a Z-fold arrangement for the hood that when stowed lays flush to the bodywork to give a clean, uncluttered appearance. The fully-electric roof can be lowered in just 18 seconds, and can be placed back into position in 21 seconds, with both capable of being carried out at speeds of up to 30mph. The fabric roof is the longest and widest currently fitted to any production vehicle on sale today. Careful attention to noise levels means that the Convertible edition has the same acoustic properties as the five-door Evoque. Safety is taken care of thanks to a hidden roll-over protection system that deploys aluminium roll-over bars at the rear of the car within 90 milliseconds of the incident occurring. No matter whether the roof is up or down, there's 251 litres of luggage space on offer.

A new 10.2-inch touchscreen with Jaguar Land Rover's latest generation InControl Touch Pro system makes its debut in the Evoque Convertible, which includes a navigation system, smartphone integration, a premium sound system and 3G connectivity. All versions come equipped with wade sensing, Land Rover's trademark Terrain Response system, as well as all-terrain progress control, which helps in slippery conditions like wet grass.

Just one engine and gearbox combination is offered in diesel guise, and that's the latest 177bhp 2.0-litre Ingenium engine paired to a nine-speed automatic transmission and four-wheel-drive. The HSE Dynamic version is priced at £47,500, which represents a £5,200 premium compared to the Coupé edition, while a plusher HSE Dynamic Lux edition costs £51,700, an additional £3,900 compared to the three-door Evoque. CO_2 emissions are 20g/km higher at 149g/km, with an official combined fuel economy of 49.6mpg. DC





UPRATED GLS-CLASS NOW ON SALE

The morphing of the Mercedes-Benz model names is almost complete, with the outgoing GL-Class renamed GLS to align itself with the luxurious S-Class. Last year, the German firm announced that all of its SUVs would begin with a GL prefix, followed by a suffix that identified the size of the vehicle. So the GLA is aligned to the A-Class, the GLC with the C-Class, and the GLE replaces the M-Class and sits alongside the E-Class. Only the legendary Geländewagen escapes, which remains known as the G-Class.

The design of the new car adopts the latest Mercedes-Benz styling trends, including a more shapely bonnet, a bolder front grille, incorporating a large three-pointed star logo, as well as revised bumpers and headlight graphics. At the rear there's fresh tail lights and an updated rear bumper, while new designs for the alloy wheels complete the updated look. On the inside, there's



a new tablet-style infotainment screen, updated controls on the centre console, fresh instruments, and a new design for the three-spoke steering wheel. As with its predecessor, all versions come fitted with seven seats.

The familiar 3.0-litre V6 turbodiesel engine is found under the bonnet of the GLS, but this time around it is paired to a nine-speed automatic transmission. CO_2 emissions drop



by 6g/km to 199g/km, while fuel economy on the combined cycle is boosted to 37.2mpg, an improvement of 1mpg. Buyers can choose from a pair of models, the GLS 350 d AMG Line at £69,100, and a plusher designo Line version at £78,095. Compared to before, prices have risen by a little over 12 per cent. Available to order now, the first examples of the revised car arrive in showrooms in March 2016. DC

FIAT ANNOUNCES FULLBACK PICK-UP

Fiat has teamed up with Mitsubishi to unveil a brand-new pick-up truck, based on the recently launched L200. Named Fullback, which has been inspired by Rugby and American Football, the new four-wheel-drive double-cab pick-up goes on sale in the UK a year from now. Powered by a choice of 148 or 178bhp 2.4-litre turbodiesel engines, the newcomer will be offered in a choice of two trim levels and with the option of a six-speed manual or five-speed automatic transmission. Final specifications and pricing will be announced closer to the on-sale date. DC





VAUXHALL ZAFIRA-B **FIRE RISK**

Following a story on BBC's Watchdog programme, Vauxhall is taking steps to write to all Zafira-B owners asking them to return vehicles to a local main dealer for inspection. It follows a series of vehicle fires affecting right-hand-drive cars equipped either with manual air conditioning, or no air conditioning at all. It affects the second-generation Vauxhall Zafira-B model built between 2005 and 2014. The later Zafira Tourer and first-generation Zafira built before 2005 are not affected.

While Vauxhall is still continuing to investigate the source of the problem, it is believed that improper repairs to the blower motor resistor and its thermal fuse are at the root of the issue. Around 220,000 cars are estimated to be affected, with all inspections and repairs to be carried out free-of-charge, whether the car is still covered by a warranty or not. Vauxhall began writing to owners of the affected vehicles in stages, with the first letters despatched on 12th November. More information is available at www.vauxhall.co.uk/zafiracustomeradvice.html or by calling 0800 026 0034. DC

VOLKSWAGEN'S PROBLEMS **ESCALATE**

Following our comprehensive coverage of the Volkswagen 'defeat device' scandal last month, things aren't getting any easier for senior executives. Earlier this month, the United States Environmental Protection Agency (EPA) announced that it had found software on the company's 3.0-litre V6 diesel engines that power Audi, Porsche and Volkswagen products. Volkswagen was quick to refute the claims, saying that it would co-operate fully with the EPA, and that it believed that the software in question had not been adequately described during the certification process. Affected cars have been withdrawn from sale in the USA pending the outcome of the discussions and investigations.

The Supervisory Board of Volkswagen Group had further bad news for owners when it announced that irregularities in the CO_2 emissions of some of its cars had been found. Up to 800,000 vehicles could potentially be affected, both petrol and diesel, with 430,046 of them fitted with the latest Euro-6 emissions compliant engines. A full list is detailed on this page, and work is ongoing to identify which Euro-5 models are involved. The company says that it is in discussion with Government departments around the world to ensure that any additional taxes are charged to the Volkswagen Group and not to the customer. The company has said that no technical fixes will be applied, and that this latest announcement doesn't impair vehicle safety. DC

Affected Euro-6 vehicles in the UK

Audi		
A1 3-door/Sportback 1.6 TDI	114bhp	Diesel
SEAT		
Ibiza SC/5-door/ST 1.0 TSI	94bhp	Petrol
Ibiza SC/5-door/ST 1.4 TDI	74bhp	Diesel
Ibiza SC/5-door/ST 1.4 TDI	89bhp	Diesel
Ibiza SC/5-door/ST 1.4 TDI	103bhp	Diesel
Toledo 1.6 TDI	114bhp	Diesel
Leon SC/5-door 1.0 TSI	114bhp	Petrol
Leon SC/5-door 1.4 TSI	148bhp	Petrol
Leon SC/5-door/ST 1.8 TSI	178bhp	Petrol
Leon SC/5-door/ST 1.6 TDI	109bhp	Diesel
Leon SC/5-door 2.0 TDI	148bhp	Diesel
Leon SC/5-door/ST 2.0 TDI	181bhp	Diesel
Skoda		
Fabia 5-door/Estate 1.4 TDI	74bhp	Diesel
Fabia 5-door/Estate 1.4 TDI	89bhp	Diesel
Fabia 5-door/Estate 1.4 TDI	103bhp	Diesel
Rapid 1.4 TDI	89bhp	Diesel
Rapid Spaceback 1.4 TDI	89bhp	Diesel
Octavia 5-door/Estate 1.6 TDI	109bhp	Diesel
Octavia 5-door/Estate 2.0 TDI	181bhp	Diesel
Superb 5-door/Estate 1.6 TDI	118bhp	Diesel
Superb 5-door/Estate 2.0 TDI	148bhp	Diesel
Superb 5-door 2.0 TDI	188bhp	Diesel
Yeti 2.0 TDI	109bhp	Diesel
Volkswagen		
Polo 1.0 TSI	94bhp	Petrol
Polo 1.4 TDI	74bhp	Diesel
Polo 1.4 TDI	89bhp	Diesel
Golf 1.4 TSI	148bhp	Petrol
Golf GTI 2.0 TSI	217bhp	Petrol
Golf R 2.0 TSI	296bhp	Petrol
Golf 1.6 TDI	89bhp	Diesel
Golf 1.6 TDI	109bhp	Diesel
Golf 2.0 TDI	148bhp	Diesel
Golf Estate 1.6 TDI	89bhp	Diesel
Golf Estate 1.6 TDI	109bhp	Diesel
Golf Estate 2.0 TDI	181bhp	Diesel
Golf Cabriolet 2.0 TDI	109bhp	Diesel
Golf Cabriolet 2.0 TDI	148bhp	Diesel
Golf SV 1.6 TDI	89bhp	Diesel
Golf SV 1.6 TDI	109bhp	Diesel
Jetta 1.2 TSI	103bhp	Petrol
Jetta 1.4 TSI	123bhp	Petrol
Passat Estate 1.4 TSI	148bhp	Petrol
Passat Estate 2.0 TSI	217bhp	Petrol
Passat Saloon/Estate 1.6 TDI	118bhp	Diesel
Passat Saloon/Estate 2.0 TDI	148bhp	Diesel
Passat Estate 2.0 BiTDI	236bhp	Diesel
CC 2.0 TDI	181bhp	Diesel
Scirocco 2.0 TDI	181bhp	Diesel
Tiguan 2.0 TDI	148bhp	Diesel
Tiguan 2.0 TDI	181bhp	Diesel
Touran 2.0 TDI	148bhp	Diesel
Caddy 2.0 TDI	74bhp	Diesel
Caddy 2.0 TDI	101bhp	Diesel
T6 2.0 TDI	148bhp	Diesel

MOTORING MORSELS

Apple CarPlay and the concierge facility OnStar, is now available on the **Vauxhall** Insignia Limited Edition and Elite. It's part of the IntelliLink Navi 900 system.

The 3.5 millionth **Dacia**, a Sandero Stepway, has been bought by a customer in Aldershot, Hampshire. The brand was relaunched in 2004, and arrived in the UK three years ago.

Safety watchdog **Euro NCAP** is introducing a new test to check how effective autonomous emergency braking systems detect and prevent collisions with pedestrians.

An active noise control system fitted to the Mondeo Vignale and the upcoming Edge SUV works in a similar way to noise cancelling headphones according to **Ford** engineers.

Ford has extended its Approved used programme to cover commercial vehicles at its dealers. It includes a 160-point check, 12-month warranty and roadside assistance.

Hyundai Motor has announced that it will launch six new luxury models by 2020 under its new global standalone **Genesis** brand. The first car, the G90, will be shown next month.

A new scheme allows 11 to 17 year-olds to get behind the wheel of the **Jaguar** XE at six locations across the UK. Lessons cost £45, with info available at www.jaguarfirst.com.

Mazda will take the wraps off a new flagship crossover vehicle at the Los Angeles Motor Show at the end of this month. The three-row SUV will wear the CX-9 badge.

MG has been confirmed as the first car manufacturer to exhibit at the new **London Motor Show** due to take place in May 2016 at Battersea Park.

Car supermarket **Motorpoint** has opened a new nine-acre site in the North East of England. Located in Birtley, more than 500 new and nearly cars are sold there.

To celebrate the fifth anniversary of the **Nissan** Juke, British artist Owen Gildersleeve has created a life-size Origami version of the car using 2,000 folded pieces of paper.

PSA Peugeot-Citroën are recruiting 300 new temporary workers at its Sochaux plant in France. The workers will build the **Peugeot** 3008 and 5008, as well as the updated **DS** 5.

The 500,000th **Skoda** Yeti has rolled off the production line at the company's factory in Kvasiny, Czech Republic. The landmark car is a Corrida Red Monte Carlo edition.

The Ellesmere Port-built **Vauxhall** and **Opel** Astra has won the prestigious Golden Steering Wheel Award, Germany's answer to the automotive Oscars.

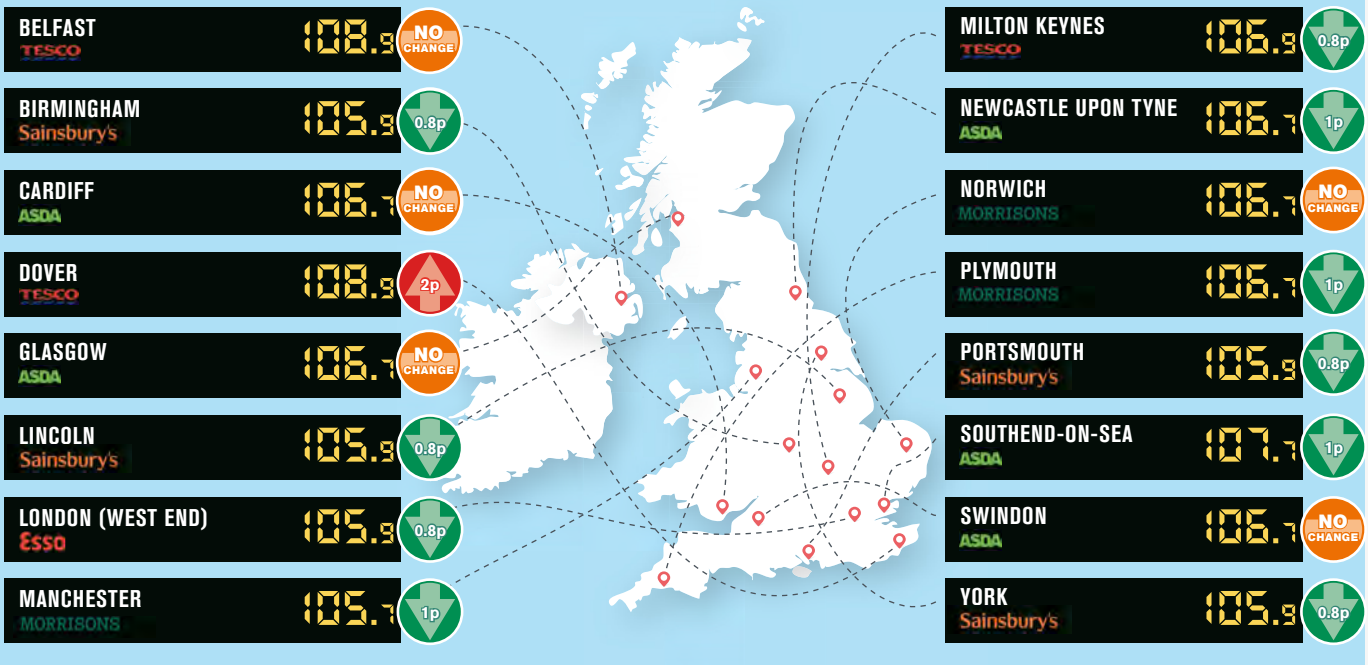
A new system to detect kangaroos is being developed by **Volvo**. More than 20,000 kangaroos are struck in Australia each year, causing insurance claims of £35 million.

You can read more about some of these stories at www.dieselcar.com

Like us on Facebook at www.facebook.com/DieselCar Follow us on Twitter @DieselCarOnline

FUEL PRICES

With the cost of fuel making up a significant part of a car's running costs, Diesel Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles.



Prices correct as at 12th November 2015

THIS MONTH



A month in the world of motoring

22nd October 2015

A trip to Berkshire to drive Toyota's exciting new Mirai turned out to be more interesting than I thought. The company's new £66,000 hydrogen fuel-cell vehicle is one of the most exclusive cars in the UK, with only a handful on the roads, and an encounter with an owner of a McLaren P1 while sitting at traffic lights in Watford was priceless. He gestured me to lower my window and asked what it was that I was driving. There was only enough time to say "rarer than yours" before I sped away from the lights.

As you'll read on page 144, it's an interesting piece of technology, but has limited appeal while there are so few hydrogen filling stations in this country. Without investment in the necessary infrastructure, there isn't a future for this kind of technology in the UK, however eco-friendly it may be.

31st October 2015

Took a trip to see the latest James Bond film, courtesy of Peugeot, and despite being two hours 28 minutes in length, I enjoyed every single second. As has usually been the norm, the latest film, named Spectre, is a British car fest, with products from Aston Martin, Jaguar and Land Rover prominently shown. Who knows how much it must have cost each of those car makers to get that kind of exposure, but no doubt this type of product placement must pay dividends when it comes to getting potential customers into the showroom and for brand recognition.

It was interesting that Jaguar chose to use the C-X75 concept car on the big screen, as it is a relatively old vehicle, having been revealed five years previously at the 2010 Paris motor show. Initially Jaguar said that it would build a version of the car for up to 250 lucky buyers, but later performed a U-turn, blaming the uncertain economic conditions. Maybe the exposure in Spectre may prompt Jaguar into reconsidering and producing a limited run of cars, or maybe produce a different supercar flagship to sit above the F-Type in its line-up.

And the decision by Land Rover to use the Defender in the film is an odd one, too, especially as production of the 67-year old vehicle grinds to a halt in the New Year. If dealers are to be believed, the remaining production slots of the Defender are already spoken for, and so its place in the film is curious. Surely it would be better to promote another of the company's products, like the Discovery Sport, where it would see a welcome uplift in sales because of the airtime on the big screen, rather than promote a vehicle that already gets applause thanks to its legendary status.



5th November 2015

You can read all about our driving impressions of the Volkswagen Golf GTD Estate on page 47, but we can't help ask why it has taken the German company so long to do it, after all the raw materials have been available for a number of years. The GTD was re-introduced to the Golf range in 2009 after a twenty year hiatus, and it would have been so easy to have offered an estate edition alongside the three- and five-door hatchback editions. The engine and drivetrain would have slotted in to the estate bodyshell, just as it does in the hatchback, and apart from the engineering of a few pieces of unique upholstery and trim to take into account of the estate shape, it would be relatively easy to do. The suspension would need to be beefed up, but in fact the Sportline edition of the Golf Estate already had suspension that had been lowered by 15 millimetres, so that could have slotted in nicely. A case of a missed opportunity by VW, but one that has been recognised and resolved, albeit six years too late.





5 YEARS AGO...

Miraculously, it is five years since the Range Rover Evoque was revealed in production guise, and yet it still seems just like yesterday that we were excitedly viewing the first spots. It still feels fresh and new despite celebrating its fifth anniversary this month.

Elsewhere we got behind the wheel of the then new Volkswagen Passat Estate, the second-generation Mercedes-Benz CLS-Class and the Infiniti M30d, with first UK tests of the Vauxhall Astra Sports Tourer and Hyundai ix20. Simon Hacker tested the updated Saab 9-3, and Kia's Sportage, the Audi A1 and Vauxhall Insignia Sports Tourer with four-wheel-drive were tested. The Range Rover TDV8 took on the Mercedes-Benz GL 450 CDI in the first of two twin tests, with the British car coming out triumphant. The newly launched SEAT Ibiza ST battled it out with the Peugeot 207 SW, but it was the French car that won the day, even though it was the more expensive of the pairing.

A look back at the best cars of 2010 meant that the Citroën DS3, Kia Sportage and Skoda Superb won much praise, as well as the shapely Peugeot RCZ that has sadly just ended production without a replacement in sig

DS AUTOMOBILES

SPIRIT OF
AVANT-GARDE

NEVER APOLOGISE FOR YOUR POWER, INTELLIGENCE OR EFFICIENCY.

DS 3

WITH AWARD WINNING PURETECH TURBO
ENGINE TECHNOLOGY



DS *prefers* TOTAL

www.driveDS.co.uk

International engine of the year awards 2015

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO_2 emissions (g/km). Highest: DS 3 Ultra Prestige THP 165 S&S 6-Speed manual: Urban 7.1/39.8, Extra Urban 4.6/61.4, Combined 5.6/50.4, 129 g/km CO_2. Lowest: DS 3 DStyle BlueHDi 100 S&S manual: Urban 3.8/74.3, Extra Urban 3.2/88.3, Combined 3.4/83.1, 87 g/km CO_2. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

MARKETPLACE

After a record-breaking 43 months of growth, the October 2015 new car registration figures buck the trend and show a decline of 1.1 per cent compared to the same month last year. And while it's difficult to draw too many conclusions from just one month's figures, it is likely that the registration figures are reflecting some kind of affect arising from the VW Group emissions scandal. SEAT's figures dropped by almost a third compared to this time last year, largely due to restricted supplies of the new Ibiza, while Skoda experienced a loss of just three per cent. Volkswagen itself saw a decrease in registrations of 9.8 per cent, but surprisingly Audi rose by 2.2 per cent. With the emissions probe deepening, it'll be interesting to follow how the brands perform over the coming months as more news unfolds.

Hyundai's i30 made its first appearance in the diesel top ten this month, outselling similarly sized cars like the Peugeot 308 and Vauxhall Astra, as well as the Mercedes-Benz A-Class, which squeezed into the diesel best sellers charts at number ten. Nissan's Qashqai grabbed the accolade for best-selling diesel, with VW's Golf residing at number two, just 163 units behind. Glancing at the year-to-date table and it is the Golf that grabs the top spot, with the Ford Focus and Nissan Qashqai in second and third place. The marketshare for diesel power was down a little in October, achieving 51.3 per cent compared to 51.9 a year ago, but is still comfortably ahead of petrol power in the charts, despite the constant barrage of negative publicity that diesel fuel has been attracting both before and after the Volkswagen debacle was revealed.

BEST SELLERS

OCTOBER 2015				YEAR-TO-DATE		
Ford Fiesta	8,577	▼	1	Ford Fiesta	116,631	▲
Vauxhall Corsa	5,061	▼	2	Vauxhall Corsa	77,896	▲
Volkswagen Golf	5,057	▼	3	Ford Focus	73,966	▼
Ford Focus	4,913	▼	4	Volkswagen Golf	64,257	▼
Nissan Qashqai	4,544	▲	5	Nissan Qashqai	54,259	▲
Audi A3	3,884	▼	6	Volkswagen Polo	48,770	▲
Volkswagen Polo	3,233	▼	7	Vauxhall Astra	45,487	▼
Nissan Juke	3,155	▼	8	Audi A3	42,137	▲
BMW 1 Series	2,944	▼	9	MINI Hatch	38,241	▲
BMW 3 Series	2,805	▼	10	Mercedes-Benz C-Class	37,748	▲

DIESEL BEST SELLERS

OCTOBER 2015				YEAR-TO-DATE		
Nissan Qashqai	3,063	▲	1	Volkswagen Golf	37,209	▼
Volkswagen Golf	2,900	▼	2	Ford Focus	35,021	▼
BMW 3 Series	2,295	▲	3	Nissan Qashqai	33,987	▲
Ford Focus	2,221	▼	4	Mercedes-Benz C-Class	28,441	▲
Vauxhall Insignia	2,105	▼	5	Vauxhall Insignia	26,493	▲
Ford Kuga	2,090	▲	6	BMW 3 Series	25,733	▼
BMW 1 Series	2,057	▲	7	Ford Kuga	25,101	▲
Audi A3	2,048	▼	8	Audi A3	23,459	▼
Hyundai i30	1,850	▲	9	Mercedes-Benz A-Class	21,739	▲
Mercedes-Benz A-Class	1,741	▲	10	Mercedes-Benz E-Class	21,094	▼

TOP SELLING CAR MAKERS

OCTOBER 2015	REGISTRATIONS	MARKET SHARE				REGISTRATIONS	MARKET SHARE	YEAR-TO-DATE
Ford	22,081	12.4%	▼	1	Ford	290,409	12.8%	▲
Vauxhall	15,891	8.9%	▼	2	Vauxhall	227,991	10.0%	▼
Volkswagen	13,970	7.9%	▼	3	Volkswagen	196,411	8.6%	▲
BMW	13,938	7.9%	▲	4	Audi	146,482	6.4%	▲
Audi	13,182	7.4%	▲	5	BMW	138,247	6.1%	▲
Nissan	10,392	5.9%	▼	6	Nissan	135,359	6.0%	▲
Mercedes-Benz	9,924	5.6%	▲	7	Mercedes-Benz	126,433	5.6%	▲
Peugeot	6,347	3.6%	▲	8	Peugeot	90,940	4.0%	▼
Toyota	6,164	3.5%	▼	9	Toyota	87,768	3.9%	▲
Hyundai	6,049	3.4%	▲	10	Hyundai	76,672	3.4%	▲

NEW CAR REGISTRATION BREAKDOWN

	OCTOBER 2015	MARKET SHARE		YEAR-TO-DATE	MARKET SHARE	
Total registrations	**177,664**		▼	**2,274,550**		▲
Diesel registrations	91,177	51.3%	▼	1,095,601	48.2%	▲
Petrol registrations	81,125	45.7%	▼	1,117,306	49.1%	▲
Alternative fuel vehicle registrations totals	5,362	3.0%	▲	61,643	2.7%	▲
Pure electric	688	12.8%	▲	7,643	12.4%	▲
Plug-in hybrid	1,142	21.3%	▼	15,183	24.6%	▲
Diesel hybrid	256	4.8%	▲	3,488	5.7%	▲
Electric hybrid	3,276	61.1%	▲	35,329	57.3%	▲

REGISTRATION WINNERS

		REGISTRATIONS OCTOBER 2015	REGISTRATIONS OCTOBER 2014	INCREASE %
1	smart	735	183	301.6%
2	Infiniti	166	53	213.2%
3	Jeep	847	398	112.8%
4	SsangYong	222	127	74.8%
5	Jaguar	1,929	1,127	71.2%
6	Land Rover	5,192	3,695	40.5%
7	BMW	13,938	10,558	32.0%
8	Mazda	2,921	2,336	25.0%
9	Maserati	120	97	23.7%
10	Porsche	1,144	948	20.7%

REGISTRATION LOSERS

		REGISTRATIONS OCTOBER 2015	REGISTRATIONS OCTOBER 2014	DECREASE %
1	Chrysler	1	108	99.1%
2	SEAT	2,338	3,450	32.2%
3	Dacia	1,401	2,047	31.6%
4	MINI	4,112	5,262	21.9%
5	Vauxhall	15,891	19,005	16.4%
6	MG	159	188	15.4%
7	Nissan	10,392	11,934	12.9%
8	Mitsubishi	1,571	1,784	11.9%
9	Volkswagen	13,970	15,495	9.8%
10	Lexus	992	1,096	9.5%

Data supplied by:

SMMT DRIVING THE MOTOR INDUSTRY



IN THE PIPELINE

There's nothing more annoying than buying a new car, and then finding out that a newer, sexier model has been announced, or is just around the corner. Here's our comprehensive guide to what new models are coming soon so you don't get stuck with an out-of-date car. And don't be put off if the salesman at your local dealer denies there's a new model in the pipeline, as he will be more concerned about shifting stocks of the outgoing version and banking his big fat bonus cheque for shifting it. But rest assured, our information is rock solid, coming from confidential documents, company sources and well-informed insiders. It's the most comprehensive coverage of upcoming new cars that the vehicle makers would rather you didn't know about. DC

BENTLEY BENTAYGA

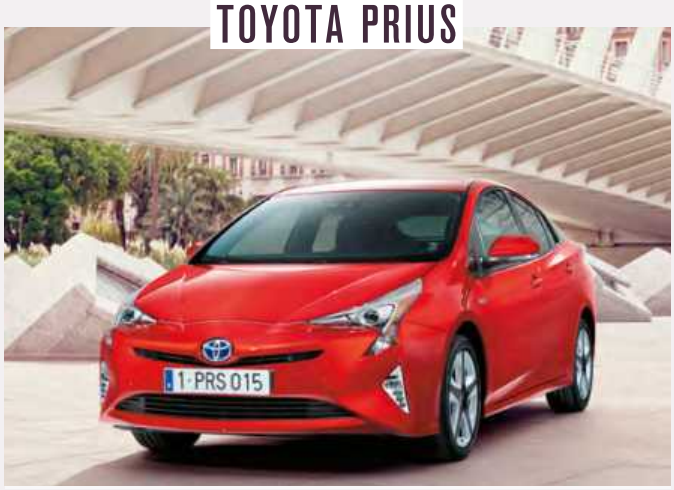


Alfa Romeo MiTo	Facelift	2016
Alfa Romeo Giulietta	Facelift	2016
Alfa Romeo Giulia	New model	Autumn 2016
Alfa Romeo Crossover	New model	2016
Audi A3	Facelift	2016
Audi A4	New model	November 2015
Audi A4 2.0 TDI (190) Manual	New derivative	April 2016
Audi A4 Avant	New derivative	January 2016
Audi A4 Allroad	New derivative	2016
Audi A5 Sportback	New model	2016
Audi A5 Coupé	New model	2016
Audi A5 Convertible	New model	2016
Audi A7	New model	2017
Audi A8	New model	2017
Audi Q1	New model	2016
Audi Q5	New model	Summer 2016
Audi Q6	New model	2018
Audi Q7 e-tron quattro plug-in hybrid	New derivative	Early 2016
Audi SQ7	New engine	2016
Bentley Bentayga Diesel	New engine	2017
BMW 225xe Active Tourer Plug-In Hybrid	New derivative	March 2016
BMW 330e Plug-In Hybrid	New derivative	April 2016
BMW 5 Series	New model	Summer 2016
BMW 5 Series Touring	New derivative	2016
BMW 740d xDrive	New derivative	December 2015
BMW 740e Plug-In Hybrid	New powertrain	July 2016
BMW X1 xDrive18d	New derivative	November 2015
BMW X1 xDrive20d	New derivative	November 2015
BMW X7	New model	2016
Citroën C3	New model	Autumn 2016
Citroën C3 Picasso	New model	Winter 2016
DS 3	Facelift	Spring 2016
DS 4	Facelift	November 2015
DS 4 Crossback	Facelift	November 2015
DS 5 BlueHDi 120 Automatic	New derivative	Winter 2015
Fiat 500 1.3 MultiJet	New engine	December 2015
Fiat 500X 1.3 MultiJet	New engine	Autumn 2015
Fiat Tipo	New model	Autumn 2016
Ford Ka	New model	2016
Ford Fiesta	New model	2017
Ford Fiesta Vignale	New derivative	2017
Ford B-MAX	Facelift	2016
Ford Focus ST Diesel PowerShift	New derivative	2016
Ford Kuga	Facelift	2016
Ford Vignale Kuga	New derivative	2016
Ford Vignale S-MAX	New derivative	2016
Ford Edge	New model	Spring 2016
Ford Ranger	Facelift	Spring 2016
Honda Civic	New model	2017
Infiniti Q30	New model	December 2015
Infiniti QX30	New model	2016
Infiniti Q60	New model	2016
Jaguar XE 2.0d TwinTurbo	New engine	2016
Jaguar XF 2.0d TwinTurbo	New engine	2017
Jaguar XF Sportbrake	New bodystyle	2017
Jaguar XJ	Facelift	Autumn 2015
Jaguar F-Pace	New model	Spring 2016
Jeep Medium SUV	New model	Summer 2017
Jeep Grand Cherokee	Facelift	Autumn 2016
Kia Rio	New model	2017
Kia Hybrid	New model	2016
Kia Optima	New model	Winter 2015
Kia Optima Sportswagon	New bodystyle	Summer 2016
Kia Sportage	New model	February 2016
Land Rover Defender	New model	2018
Land Rover Discovery	New model	2017
Lexus RC 300h	New derivative	January 2016
Lexus GS	Facelift	Winter 2015
Lexus RX	New model	January 2016
Lexus LS	New model	2016
Maserati Levante	New model	2016
Mercedes-Benz C-Class Coupé	New bodystyle	December 2015
Mercedes-Benz C-Class Convertible	New bodystyle	2016
Mercedes-Benz E-Class	New model	Summer 2016
Mercedes-Benz E-Class Estate	New bodystyle	Autumn 2016
Mercedes-Benz E-Class Coupé	New bodystyle	2017
Mercedes-Benz E-Class Convertible	New bodystyle	2017
Mercedes-Benz GLC-Class 2WD	New derivative	2016
Mercedes-Benz GLC-Class Coupé	New model	Summer 2016
Mercedes-Benz GLC 350 d	New engine	2016
Mercedes-Benz GLS-Class	Facelift	March 2016
Mercedes-Benz SLC-Class	Facelift	2016
Mercedes-Benz Pick-Up	New model	2018
MG GS	New model	2016
MINI Clubman ALL4	New derivative	2016
MINI Convertible	New model	March 2016

MERCEDES-BENZ C-CLASS COUPÉ



TOYOTA PRIUS



D MINI Countryman	New model	2017
D Mitsubishi ASX	New model	2017
D Mitsubishi Shogun	New model	2016
E Nissan Leaf	Facelift	December 2015
P Nissan Micra	New model	Summer 2016
D Nissan Juke	New model	2017
D Nissan NP300 Navara	New model	January 2016
D Peugeot 2008	Facelift	2016
D Peugeot 3008	New model	2016
D Peugeot B-Sector MPV	New model	Autumn 2016
PE Porsche Macan S e-Hybrid	New derivative	2015
D Porsche Panamera	New model	2016
D Range Rover Evoque Convertible	New bodystyle	Spring 2016
D Renault Megane	New model	Summer 2016
D Renault Megane GT dCi 165	New derivative	Autumn 2016
D Renault Megane dCi Hybrid Assist	New derivative	2017
D Renault Megane Sports Tourer	New bodystyle	Autumn 2016
D Renault Scenic	New model	2016
D Renault Grand Scenic	New bodystyle	2016
D Renault Large SUV	New model	2017
D Renault Pick-up	New model	2017
P SEAT Mii	Facelift	2016
D SEAT Ibiza	New model	2017
D SEAT Medium SUV	New model	2016
P Skoda Citigo	Facelift	2016
D Skoda Fabia GreenLine	New derivative	Autumn 2015
D Skoda Roomster	New model	2016
D Skoda Superb GreenLine	New derivative	Autumn 2015
D Skoda Superb SportLine	New derivative	Spring 2016
D Skoda Superb Scout	New derivative	2016
D Skoda Large SUV	New model	2016
P smart fortwo cabrio	New bodystyle	February 2016
E smart fortwo electric drive	New derivative	Autumn 2016
D SsangYong Tivoli Extended Body	New bodystyle	Spring 2016
P Suzuki Ignis	New model	2016
P Suzuki Swift	New model	2017
P Suzuki Baleno	New model	Summer 2016
E Tesla Model X	New model	Autumn 2016
PE Toyota Prius	New model	March 2016
D Toyota Small Crossover	New model	Summer 2016
D Toyota RAV4	Facelift	December 2015
PE Toyota RAV4 Hybrid	New derivative	January 2016
D Toyota Hilux	New model	2015
D Vauxhall Meriva	New model	2016
D Vauxhall Astra 1.6 CDTi ecoFLEX	New engine	February 2016
D Vauxhall Astra 1.6 CDTi BiTurbo	New engine	January 2016
D Vauxhall Astra Sports Tourer	New bodystyle	February 2016
D Vauxhall Zafira	New model	2016
D Vauxhall Insignia	New model	2017
D Vauxhall Mokka	Facelift	2016
P Volkswagen up!	Facelift	2016
D Volkswagen Golf	Facelift	Autumn 2016
D Volkswagen Golf Cabriolet	Facelift	Spring 2016
PE Volkswagen Passat GTE	New derivative	January 2016
D Volkswagen Passat Alltrack	New derivative	November 2015
D Volkswagen CC	New model	2016
D Volkswagen Touran	New model	December 2015
D Volkswagen Touran R-Line	New derivative	2016
D Volkswagen Tiguan	New model	2016
E Volkswagen Phaeton	New model	2017
D Volvo S60	New model	2017
D Volvo S90	New model	2016
D Volvo V40	Facelift	2016
D Volvo V40 Cross Country	Facelift	2016
D Volvo V60	New model	2017
D Volvo V90	New model	2016
D Volvo V90 Cross Country	New model	2016
D Volvo XC40	New model	2018
D Volvo XC60	New model	2017

VOLKSWAGEN TIGUAN



RUMOUR MILL

KIA
When the next generation Sportage goes on sale early next year, a special First Edition model will kick off sales powered by a 182bhp edition of the 2.0-litre CRDi engine, and mated to a six-speed automatic transmission. Four-wheel-drive will also be a standard fitment for this limited run model.

NISSAN
New Connecta models will join the Pulsar, Qashqai and X-Trail model line-ups early in the new year, having made its debut on the Juke crossover last month. It is expected that these new high-value, well-equipped Connecta versions will replace the n-tec editions in all of the core Nissan model lines.

SUZUKI
Earlier in the year, Suzuki announced that its SX4 S-Cross model would be the first recipient of the company's new twin-clutch automatic transmission, paired to the Fiat-sourced 118bhp 1.6-litre DDiS engine. From next year, the smaller Vitara will be offered with the same self-shifting gearbox and engine combination.

DAB WATCH

77%

Percentage of models listed within our data files that are fitted with a DAB digital radio as standard equipment

WHAT'S NEW

ALFA ROMEO



The Giulietta range has been expanded with the launch of two new additions to the line-up. The Sprint Speciale is offered with a choice of 148bhp 2.0-litre JTDM-2 engine with six-speed manual gearbox, or the more powerful 172bhp unit paired to a twin-clutch automatic transmission, with prices starting at £24,180 for the former and £26,340 for the latter. Equipment includes dual-zone climate control, rear parking sensors, cruise control, cloth and Alcantara sports seats and aluminium pedals, as well as 17-inch dark chrome alloy wheels, uprated Brembo brakes with red calipers and sports suspension. While at the top-of-the-range, the new Giulietta Collezione is offered with the same choice of engines, with prices starting at £25,680 and rising to £27,840 for the automatic edition. A long list of standard kit includes 18-inch smoked-effect multi-spoke alloy wheels, a gloss black roof and door mirror caps, two-tone black and grey leather upholstery with heated seats, a 6.5-inch touchscreen navigation system and DAB digital radio, in addition to parking sensors front and rear, cruise control, rear privacy glass, dual-zone climate control and aluminium pedals and door sill protectors. Both cars are available to order from Alfa Romeo dealers now.



AUDI

New Black Edition versions of the A1 three-door and Sportback have been announced by Audi, powered by the 114bhp 1.6-litre TDI engine. Offered with a choice of five-speed manual or seven-speed twin-clutch automatic versions, prices start at £21,170 up to £23,330, a price premium of £1,595 compared to the S line editions. Additional equipment includes 18-inch alloy wheels, half leather and Alcantara sports seats, an uprated audio system, rear privacy glass and automatic headlights and wipers. There's a black styling package, too, which takes care of the car's looks, and includes gloss black detailing to the front grille, rear diffuser, tailpipes, front lip spoiler and side air inlets. On the inside, there's a flat-bottomed multi-function leather steering wheel, climate control, stainless steel pedals and a centre console that is finished in piano black. The A1 Black Edition is available to order now.

AUDI

Fresh from its unveiling at the Frankfurt motor show in September, Audi has now announced prices for its new SQ5 TDI plus. Costing £51,845, that's a substantial price premium of £6,370 over the regular SQ5 TDI, and the new addition to the range is available to order now. The extra cash buys an additional 26bhp and 37lb ft of torque, though acceleration to 62mph remains at 5.1 seconds. The top speed is still limited at 155mph and CO_2 emissions of 174g/km and fuel economy on the combined cycle of 42.8mpg are unchanged. Additional equipment over and above the SQ5 TDI includes meatier 21-inch alloy wheels, wheelarch extensions, a sports differential, an MMI navigation plus system and fine nappa leather upholstery with diamond stitching. There's also an enhanced rear bench seat that can be adjusted fore and aft by 10 centimetres, as well as a through-load facility. On the outside, a black styling pack incorporates black roof rails and window surrounds, as well as the same hue for the front grille, rear spoiler, door handles and door mirror cappings. Audi's parking plus system is fitted as standard, as is a power operated tailgate and rear privacy glass.



AUDI

New, more affordable quattro versions of the A6 have been announced by Audi, powered by the 187bhp 2.0-litre TDI engine. Offered in a choice of S line and Black Edition trim levels, each is paired to a seven-speed twin-clutch automatic transmission, and available in a choice of four-door saloon or Avant five-door estate bodystyles. CO_2 emissions for the S line saloon are down as low as 128g/km, with fuel economy of 57.6mpg on the combined cycle. Available to order now, prices start at £37,980 for the S line 2.0 TDI quattro saloon and rise to £40,285 for the more versatile Avant Black Edition 2.0 TDI quattro.



AUDI

Equipment levels have been enhanced on all A3 Sport and S line models, with the addition of a navigation system included as standard. And apart from the £250 price list that afflicts the entire A3 line-up, there's no increase in price for the addition of the SD card-based navigation system. Previously the cost would have been £495 and this enhancement means that all models in the A3 range come equipped with navigation, apart from the entry-level SE editions. The upgrade applies to all versions – three-door, Sportback, Saloon and Cabriolet – and new Sport Navigation and S line Navigation versions are available to order now.



SHEDDING GRAMS

SEAT

Efficiency improvements have been made to the SEAT Leon FR 2.0 TDI with DSG automatic transmission and 181bhp powerplant, with CO_2 emissions now rated at 120g/km, and official combined economy figures of 61.4mpg. Previously the hatchback and SC versions emitted 122g/km and managed 60.1mpg, while the ST model achieved 125g/km and 58.9mpg, respectively. The enhanced models cost exactly the same as before with the Leon SC FR 2.0 TDI Automatic three-door priced at £24,395, the five-door hatchback at £24,695, and the ST estate costing £25,690.





LATEST EURONCAP CRASH TEST RESULTS

	ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	PEDESTRIAN PROTECTION	SAFETY ASSIST	OVERALL CORE
Audi A4	90%	87%	75%	75%	★★★★★
Honda HR-V	86%	79%	72%	71%	★★★★★



CITROËN

With the replacement for the C3 supermini set to be revealed next year, Citroën has begun its runout campaign for the current model. This means a re-organisation of the line-up, with the VTR+, Selection and Exclusive models axed to make way for new Edition and Platinum versions. The entry-level VT models remain as the starting point of the revised C3 range. Prices start at £13,425 for the cheapest VT BlueHDi 75 and rise up to £15,005 for the Edition BlueHDi 75, through £16,055 for the Platinum BlueHDi 75, before topping out at £16,970 for the flagship Platinum BlueHDi 100 version with stop-start technology. All versions are vehicle excise duty tax free thanks to their sub-100g/km CO_2 emissions, and come equipped with electric front windows, six airbags, electric mirrors, body coloured bumpers and remote central locking. Mid-range Edition models add air conditioning, cruise control, 16-inch alloy wheels, curtain airbags, a leather steering wheel, rear parking sensors and Bluetooth mobile phone connectivity and audio streaming. The top-of-the-range Platinum versions also feature a panoramic windscreen, power folding door mirrors, front fog lights, larger 17-inch alloy wheels, and chrome door handles and bumper inserts, in addition to electric rear windows, a scented air freshener, climate control and DAB digital radio with seven-inch touchscreen. The new C3 range is available to order now.



CITROËN

It's not only the C3 hatchback that is getting ready for replacement, as the next generation version of the C3 Picasso mini-MPV is set to be unveiled next year, too. In readiness for this, the C3 Picasso line-up has been revised with the range consisting of Edition and Platinum versions, both powered by the 98bhp BlueHDi 100 engine. Prices start at £16,870 for the Edition BlueHDi 100, with the Platinum model costing exactly £1,000 more. Standard kit on both iterations includes 16-inch alloy wheels, eight airbags, cornering front fog lights, a panoramic windscreen, LED daytime running lights, roof bars, cruise control, a scented air freshener and electric windows front and rear, as well as air conditioning, rear parking sensors and Bluetooth mobile phone connectivity. Platinum versions are even better equipped with bigger 17-inch alloy wheels, a panoramic sunroof, power folding door mirrors, automatic headlights and wipers, rear privacy glass, dual-zone climate control, a leather steering wheel and gear knob, and an auto-dimming rear view mirror. Both models are on sale now.

CITROËN

The funky looking C4 Cactus range has been bolstered with a whole host of extra models including a flagship Flair Edition model, and convenient new ETG6 robotised manual gearbox versions. These two-pedal editions cost £630 more than the equivalent manual transmission models and are offered in a choice of Feel, Flair and new Flair Edition trim levels. Prices start at £17,320 and top out at £19,695, with CO_2 emissions that are 1g/km lower than manual gearbox versions at 89g/km. Meanwhile, the new Flair Edition models cost £975 more than the Flair versions that they are based upon, but gain a panoramic sunroof and half leather upholstery. Choosing those items separately would mean an additional cost of £1,120, therefore saving buyers £145.



FORD

Almost a year on from its arrival on the UK market, Ford has made changes to its Mondeo range, with extra equipment for both the Zetec and Titanium models. At the same time, prices have risen, with the Mondeo Style 1.5-litre TDCi five-door model now costing £21,395 – an increase of £300, whereas the top-of-the-range Vignale 2.0 TDCi AWD Estate automatic is priced at £33,610. Extra equipment for Zetec versions include the 17-inch alloy wheels previously fitted to the flagship Titanium model, as well as standard fitment of a navigation system and LED daytime running lights. Titanium versions gain parking sensors front and rear, while non-ECOnetic editions now feature larger 18-inch alloy wheels. The revised range is available to order now.





KIA

With more and more models becoming Euro-6 emissions compliant, the Kia Soul is the latest model to adopt changes to ensure that the regulations are met. At the same time, the 1.6-litre CRDi engine has had a power boost, with an extra 8bhp on tap, making 134bhp. For automatic gearbox fans, Kia has replaced the previous six-speed torque converter transmission with a latest generation, cutting-edge seven-speed twin-clutch automatic gearbox, which is not only smoother, but is also considerably more efficient. CO_2 emissions drop from 158g/km to just 135g/km, while fuel economy is boosted from 47.1 to 54.3mpg. It'll mean less trips to the fuel station, as well as a reduction in the amount of tax payable. The vehicle excise duty rate drops from £180 per annum to £130 each year, while the company car tax reduces from 29 to 25 per cent. Remarkably, despite the introduction of the new technology, prices remain the same as before, with the range kicking off at £16,600 for the Connect 1.6 CRDi model and rising to £23,250 for the Maxx 1.6 CRDi automatic. The revised line-up is available to order now.

RENAULT

A range of enhancements have been revealed for the Clio range, with a new Play model brought in to replace the Expression+ edition so that it falls in line with the model hierarchy employed in the Twingo range. The Clio Play dCi 90 costs £14,975, while the ECO edition is priced at £250 more at £15,225. At the same time, the Dynamique S Nav versions gain a new leather steering wheel and fresh grey upholstery. DAB digital radio also becomes standard equipment in all versions except the entry-level Clio Play model. MediaNav and R-Link equipped audio systems have been uprated, too, with the former gaining Bluetooth audio streaming and the Siri eyes-free system for compliant iPhones. The updates to the R-Link system include a more sensitive touchscreen, a clearer display, and the ability to recognise multi-touch gestures, including pinch-to-zoom. At the same time, the audio improvements have been applied to the Captur range, with all models except the Expression+ version fitted with DAB digital radio. All of these enhancements have been made with no change to the list price.



GOING, GOING, **GONE**

Here is a rundown of the models that have been discontinued this month, helping you to avoid buying an out-of-date car. Showroom salesmen will be super keen to shift them, and won't necessarily be quite as willing to share with you that you are buying an obsolete model. But there are times when runout models make a good buy thanks to heaps of equipment, heavy discounts, and incentives to get the old models onto the driveways of owners and off the dealer forecourts. Armed with this information you'll be ahead of most car buyers and use it to negotiate yourself a significant discount off the list price.

Citroën C3 VTR+ | Citroën C3 Selection
Citroën C3 Exclusive | Citroën C3 Picasso VTR+
Citroën C3 Picasso Selection | Citroën C3 Picasso Exclusive
DS 4 (all pre-facelift editions)
Jaguar XF (all previous generation models) | Kia Soul (all Euro-5 editions)
Kia Carens (Euro-5 versions discontinued)
Mercedes-Benz E 220 BlueTec AMG Line Coupé & Convertible
Mercedes-Benz E 250 CDI AMG Line Coupé & Convertible
Mercedes-Benz E 350 BlueTec AMG Line Coupé & Convertible
Mercedes-Benz M-Class | Nissan Juke Acenta Premium 1.5 dCi
Peugeot 308 SW Access & Active 1.6 HDi 92
Peugeot 308 SW Active, Allure & GT Line 1.6 HDi 115
Renault Clio Expression+ (all versions)
Renault Scenic and Grand Scenic (all Euro-5 versions)
Vauxhall Mokka SE 1.7CDTi Auto | Vauxhall Antara Exclusiv 2.2CDTi 4x4
Vauxhall Antara Diamond 2.2CDTi 4x4 | Vauxhall Antara SE Nav 2.2CDTi 4x4
Volkswagen Golf Match (all engines)
Volkswagen Golf SV S 1.6 TDI (89bhp)
Volkswagen Touran (all previous generation versions)
Volkswagen Tiguan Match (all variants)
Volkswagen Tiguan R-Line (all editions)

PEUGEOT

A six-speed automatic transmission paired to the 1.6-litre BlueHDi 120 engine has been announced for the 308 hatchback and 308 SW estate, paired to a choice of Active, Allure and GT Line trim levels. Prices start at £20,845 for the 308 Active BlueHDi 120 automatic five-door and rise to £24,495 for the 308 SW GT Line BlueHDi 120 automatic. CO_2 emissions are as low as 92g/km on Active hatchback versions, with 80.7mpg claimed by Peugeot for the combined fuel economy figure. The six new models are available to order now from Peugeot dealers.



PRICE CHANGES

AUDI
The prices of most models in the Audi range rise, with only the A5 and A6, as well as the latest A4 and Q7 escaping. The baby A1 now costs £175 more, with prices starting at £15,605 for the SE 1.6 TDI three-door. All editions of the A3 line-up are priced at £250 extra, with the Sportback SE 1.6 TDI ultra now wearing a price tag of £21,735. All A7 models cost £500 more, the A8 prices rise by £650, while the Q3 SUV is now £270 pricier than before. The Q5 costs £410 extra, the SQ5 £690 more and the TT Coupé is now £300 costlier, though the Roadster escapes unscathed with prices remaining the same as before. All of the new prices are effective immediately.

CITROËN
The cost of all Feel Edition versions of the Citroën Berlingo Multispace rise this month by £100, though the rest of the line-up remains the same. This results in the cost of the Feel Edition BlueHDi 100 increasing to £16,940, with the stop-start model costing £150 more. The ETG6 version, with its robotised manual transmission, is now priced at £17,640.

FORD
It's the second price rise this year for the van-based Tourneo Connect, with all models now costing £500 more than before. The entry-level 99bhp Style 1.5 TDCi model now costs £15,645, with the most expensive edition priced at £23,095 for the Grand Tourneo Connect Titanium 1.5 TDCi PowerShift automatic with 118bhp 1.5-litre TDCi engine.

JEEP
All Renegade models increase in cost this month, with the entry-level Sport version increasing by £300, and all other editions now £600 more. As a result, the line-up now kicks off at £18,995 for the 1.6-litre MultiJet II Sport 2WD and rises to £28,595 for the 2.0-litre MultiJet II Trailhawk AWD automatic. All versions of the latest Renegade range comply with the Euro-6 emissions regulations.

MERCEDES-BENZ
The cost of all Sport and AMG Line versions of the new GLC-Class SUV have been reduced by £500 as the intelligent adaptive LED headlights become an optional extra instead of standard equipment. This brings the cost of the GLC 220d 4MATIC Sport down to £36,890 with the top-of-the-range GLC 250d 4MATIC AMG Line priced at £39,595.

NISSAN
With a replacement for the Navara just around the corner, Nissan has still increased the price of the current model range by £420, with the cheapest Visia 2.5 dCi version now costing £22,415 inclusive of VAT. The top-of-the-range Outlaw 3.0 V6 dCi automatic edition is priced at £37,560, where previously it wore a price tag of £37,140.

VAUXHALL
The cost of virtually every model in the Vauxhall range has increased with immediate effect, with only the new Astra and outgoing model escaping the rise. The Corsa now costs £130 more than before, with the cheapest edition priced at £13,485 for the Design 1.3CDTi ecoFLEX three-door. The Meriva goes up in price by £165, the GTC is now £230 more expensive, while the Zafira Tourer costs an additional £225 compared to before, with the priciest example costing £28,275 for the Elite 2.0CDTi automatic. The Cascada rises by £540, while all Insignia models cost £240 more, with the entry-level Design 1.6CDTi ecoFlex hatchback priced at £19,774. All editions of the Mokka are now costlier by £210, while the Antara prices increase by £250 giving the costliest edition a price tag of £27,160 for the SE Nav 2.0CDTi 4X4.

VAUXHALL
Following the arrival of the latest Astra hatchback in showrooms, Vauxhall has announced prices for the Sports Tourer edition that hits the roads early next year. The model line-up mirrors the hatchback, save for the special edition Energy edition that is exclusive to the five-door hatchback model, with prices starting at £18,285 for the Design 1.6CDTi with 109bhp engine. Four trim levels are on offer, in Design, Tech Line, SRi and Elite versions, and there's the availability of three 1.6-litre CDTi engines in 109, 134 and 158bhp power outputs – the latter of which is named BiTurbo. CO_2 emissions are as low as 86g/km on the Design and Tech Line ecoFLEX editions, with 85.6mpg official quoted for the combined fuel economy cycle. The most expensive edition, the Elite 1.6 CDTi BiTurbo is priced at £23,405 and represents a £1,290 price premium compared to the five-door hatchback.



VOLKSWAGEN
Following the announcement of updates to the Golf Cabriolet range earlier this year, Volkswagen has announced prices, with the entry-level S 2.0-litre TDI model with 109bhp engine costing £24,740, and the flagship GT 2.0-litre TDI automatic with 148bhp powerplant priced at £29,905. In addition to six new exterior colours, there's a choice of an additional colour for the soft-top roof and six fresh designs for the alloy wheels. All of the engines meet the latest Euro-6 emissions regulations and enhancements have been made to the steering wheel, audio systems and upholstery for the seats. On the outside, there's a sportier front bumper, more distinctive side sills and a more dynamic appearance for the back bumper. The latest Golf Cabriolet is available to order now.





DOUBLE DRAGONS **ON THE PROWL**

SsangYong has a dilemma thanks to its tongue-twister name and the low brand awareness of the badge. So how can the Korean company become better known? Sue Baker investigates.

Of all the brand names on the motoring scene, SsangYong is one of the least memorable. That is a problem for Korea's oldest car maker, keen to claw a bigger profile for itself. The name means 'two dragons', while the badge is derived from a dragon's wings, and is also said to represent hands around the world. Although SsangYong is long-established, dating back to 1954, it remains little known by most of the motoring public. Last year's total of UK sales for the company was only just over 1,500 vehicles, and although the 2015 tally will be around 4,000, it is still the minnow in the motoring pond. It is hugely overshadowed by bigger fish – including the two much larger Korean brands of Hyundai and Kia.

Why so? SsangYong's chief executive, Johng-Sik Choi, visiting Europe for the launch of the new Tivoli 4x4 diesel, is ambitious for higher recognition, but also candid about the scale of the problem his company faces to become better known. "Our corporate name is not easy to pronounce," Mr Choi admitted. "SsangYong as a brand is very weak, the awareness is very low." He has a plan to start changing that, and it hinges on the name of the company's newest model, the Tivoli. This compact crossover is already gaining traction as the most buyer-friendly car SsangYong has so far come up with, and that includes the name. Tivoli trips so much more easily off a non-Korean tongue. So the strategy is for it to be built up as a sub-brand that will badge a range of same-chassis models.

It will be marketed with the catchy slogan created by reversing the Tivoli's name: 'I Lov It'. So who came up with this memorable tag? Mr Choi is quick to praise the ingenuity of SsangYong's UK Chief Executive, Paul Williams. It was his idea. "A very good one," says the SsangYong boss. "We like it!"

The new car is making headway for the company too. "Tivoli is giving us some momentum," Mr Choi told Diesel Car. "It has been developed specifically for the European market. The styling and design we did with a lot of consultation in Europe, to reflect the flavour and taste of European consumers."

SsangYong first started selling cars in Europe 20 years ago, but until now they have mostly been rather heavy-duty, and – to put it politely – not renowned for their aesthetic beauty. The Tivoli is the first sign of a new era. Going forward, says Mr Choi, the company will concentrate on three main prongs of product line: the Rexton pick-up with a heavy-duty ladder chassis construction, the Korando range, and the Tivoli family of cars, both with monocoque structures. We can expect to see the Tivoli range expand over the next few years as a prominent sub-brand to include a more macho SUV, a longer-wheelbase model, a convertible, and a range-extender electric vehicle. Production will continue to be at the company's plant in Pyeongtaek, South Korea, and SsangYong also has its own engine factory.



Ssangyong is aiming for 6,000 UK sales in 2016, and 20,000 a year by 2020. How will it achieve that? With the new models, and Paul Williams is spearheading a drive to attract new customers, including younger buyers and more women. Sport sponsorship may be one way forward. Heavy promotion for the five year, unlimited mileage warranty may help, but much more emphasis on the tongue-friendly Tivoli name will be the key.

Sue Baker

> **SsangYong is aiming for 6,000 UK sales in 2016, and 20,000 a year by 2020.**

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MINI CLUBMAN

Let's address the elephant in the room straight away, and that's the fact that the latest MINI Clubman isn't very, well, errr, mini. In fact, the latest car is actually a couple of millimetres shorter than the Volkswagen Golf and identical in length to Peugeot's 308, and you've guessed it, that doesn't really make it particularly mini, with a small 'm'. That aside, it is very MINI (with a big 'm') and captures the spirit of its smaller siblings rather well. In fact, we would go as far as to say that it is the best model yet from the British brand. Forget the ill-conceived predecessor that drove well, but ultimately failed in its aim for greater practicality because the extra door was on the wrong side of the car for British buyers. Perfect for European owners, though, it wasn't so clever when your cherished ones were exiting the rear into the path of traffic rather than the safety of the kerb. But that's all in the past now, and the Clubman is now all grown up and mature, quite literally in the case of its size.

From launch, there's a single 148bhp 2.0-litre diesel engine that has been borrowed from the BMW 2 Series, with a sportier 188bhp Cooper SD version rolling down the production line shortly. And because it's based on the BMW Group front-wheel-drive platform, it isn't unreasonable to expect ALL4 four-wheel-drive editions to join the line-up at a later date, though that won't happen until next year.

MINI's haven't traditionally been particularly spacious, but that's not a criticism that you can direct at the latest car. In fact, it's one of the more spacious cars in the 'C' segment, with lots of back seat knee and foot room, as well as a reasonable amount of head space, even for the tallest of passengers. Our test car was fitted with a panoramic sunroof, so opting to go without is only going to improve things further. Up front, there's a snug feeling to the cabin that reminds you of the past iterations of the small car, and yet you never feel as though you're hemmed in. Alright the bulky A-pillars make manoeuvring out of odd junctions a challenge, but apart from that, all-round vision is actually pretty good thanks to deep side windows. The split rear doors mean that your vision through the back window is hindered, but it's something that you get used to quite quickly, especially if you opt for the optional rear parking sensors, however, it's a shame that they aren't standard equipment, especially as items like a navigation system, automatic headlights and wipers, and front fog lights are. There's a ritual that you'll need to complete in order to open the rear doors, and that's by opening the right hand door first, before opening the left one. Once completed, there's a usefully low loading sill, and a wide, flat, generously proportioned area of 360 litres. And underneath the boot floor, there's more space that will swallow up items that you want to store out of sight of prying eyes.

Elsewhere, the cabin is attractively styled, though one particular choice of dashboard appliqués in a test car reminded us of a pair of 1980s shiny grey trousers, though thankfully there's a wide range of other surfaces to choose from, and our Cooper D test car was more soberly appointed. Most of the surfaces













are of the soft-touch variety and feel nice, plush and built to last, with careful attention to detail to ensure that the controls are well weighted and feel reassuringly solid. It's a shame that many of the toggle switches and important controls are mounted low down on the centre console, because you need to take your eyes off the road for a longer time than is ideal to decipher what they all do. Space for oddments is generous with a large tray ahead of the gear lever, a decently sized glovebox and armrest, together with large, long door pockets. Prominence is given to the screen for the navigation screen, with the controls located neatly between the front seats. A few moments familiarisation and the workings are easy to fathom out, though we did find that the system had a few wobbles during our route, with the directions on the screen not tallying with those on the head-up display.

The idea of a 2.0-litre engine in a MINI seems at odds with the small car ethos, but the combination is actually very nice. Pacey performance away from the line and generous mid-range torque means that you can make swift progress if you're in a press-on mood. Refinement is top-notch, with barely a peep from the engine, even when you've got your foot to the floor. Only a slightly rustle from the wind around the door pillars spoils the serenity, and that can hardly be called intrusive. Our test car came fitted with a smooth acting six-speed manual gearbox, paired to a light clutch, though there's also the option of a self-shifting eight-speed automatic transmission. Third and fourth gears, in particular, deliver plenty of sparkle, with as much power on demand as you could ever desire. The often overused cliché of go-kart-like handling isn't entirely present here, instead you've got a well resolved, mature driving experience that delivers little body lean when cornering, tenacious grip, and alert, precise steering. Ride comfort is considerably better than any MINI before, and while it remains on the firm side of sporty, it is utterly comfortable and pliant, particularly at motorway speeds, where it is restful and calm, and making this latest MINI the perfect companion for a long distance jaunt.

Ian Robertson DC

On sale Now
In showrooms Now
Prices £22,265 to £25,970
Bodystyles 6-door estate
Engines 2.0 (148bhp), 2.0 (188bhp)
Trim levels Cooper D, Cooper SD
Also consider Mercedes-Benz A-Class, Volkswagen Golf

Model tested Cooper D
Price £22,265
Made in Oxford, UK
Configuration 6-door estate, 5-seats, front-wheel-drive
Drivetrain 1995cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 6-speed manual
Power output 148bhp @ 4,000rpm
Maximum torque 243lb ft @ 1,750rpm
Top speed 132mph
0-62mph 8.6 secs
CO_2 emissions (VED band) 109g/km (B)
Economy (urban/extra urban/combined): 58.9/76.3/68.9mpg
Fuel tank size/range 48 litres/728 miles
Insurance group 18
Company car tax BIK rate 19%
Size (length/width with mirrors) 4,253/1,800mm
Boot space (minimum/maximum) 360/1,250 litres
Kerb/maximum towing weight 1,395/1,300kg
Euro NCAP crash test safety rating Not yet tested

Verdict Forget its impractical predecessor, this is the best MINI yet. Refined, spacious and certain to have people queuing around the block to get one.
DieselCar rating ★★★★½



MITSUBISHI OUTLANDER

The Outlander has been refreshed, which has resulted in a visual uplift plus detailed tweaks in the cabin and under the skin. Mitsubishi's updated Outlander DI-D diesel continues to offer a good combination of fit and finish, generous equipment, plus a refined and competent driving experience.

Alongside the refreshed Outlander's new nose, complete with Mitsubishi's chrome-heavy corporate 'Dynamic Shield' design, it boasts two more seats than the PHEV plug-in hybrid. As a seven-seat people mover, flexibility remains one of the car's central selling points. It also performs well when it comes to overall cabin ambience, another benefit of the update programme.

Tweaks to the 2.2-litre powertrain and improvements to the aerodynamic package have resulted in a quieter driving experience, which is welcome, as you sometimes have to push the Outlander a little to maintain a brisk pace on gradients and in stop-start urban traffic. Despite the engine's size, power is a relatively modest 148bhp; it's ample for most tasks, but higher output rivals have the edge when speed is required. This is most noticeable when driving the automatic transmission variant, which sometimes needs a gentle nudge to change down if you're the type that likes to plan for that hill up ahead. Thankfully the gearbox is a willing unit, plus you get steering wheel paddles for added convenience. The downside is a modest CO_2 emissions hit – 154g/km versus 139g/km for the comparable six-speed manual-equipped car. Still, the automatic's character fits well with the Outlander's relaxed personality. Pitch and roll is kept in check, as is the car's ability to soak up all but the worst urban road surfaces. Factor in a fully featured four-wheel drive system, which has swapped a dedicated two-wheel-drive setting for an intelligent '4WD eco' mode capable of pushing power rearwards when needed, and you've got all the tools necessary to deal with adverse weather, low grip surfaces and towing activities.

> Evidence of the refresh programme includes a general uplift in quality, switchgear changes, and the car's reworked infotainment system.



Positioned at the upper end of the mainstream lifestyle sector, living with the Outlander is unlikely to be a hardship. Evidence of the refresh programme includes a general uplift in quality, switchgear changes, and the car's reworked infotainment system. New upholstery and trim materials also help, and Mitsubishi's generosity with the standard kit levels remains. The flagship GX4 predictably offers the most luxurious experience, what with

















electric everything, rear privacy glass, Bluetooth mobile phone connectivity, roof rails, heated front seats, LED headlights, a rear reversing camera, powered tailgate, DAB digital radio, a touchscreen navigation system and keyless start. The entry-level £24,799 GX2 model is hardly poverty-specification thanks to dual-zone climate control, hill start assist, stop-start, an auto-dimming rear view mirror, cruise control and a six-speaker audio system, though owners will have to make do with steel wheels and an FM radio.

Opting for the default manual transmission should see a small reduction in running costs, plus it's a pleasingly precise shift. The top GX4 variant does trip over the magic £30,000 price point, but it's a lot of car for the money. If you can live without some of the more hi-tech creature comforts, the entry level GX2 still comes with enough kit to make the ownership experience a thoroughly civilised one, although you'll need to select the middle order GX3 if you want the all-important third row of seats.

Iain Dooley DC

On sale Now
In showrooms Now
Prices £24,799 to £32,899
Bodystyles 5-door SUV
Engines 2.2 (148bhp)
Trim levels GX2, GX3, GX4
Also consider Kia Sorento, Hyundai Santa Fe

Model tested 2.2 DI-D GX4 Auto
Price £32,899
Made in Okazaki, Japan
Configuration 5-door SUV, 7-seats, four-wheel-drive
Drivetrain 2268cc, 4-cylinder, 16-valve, turbocharged diesel
Transmission 6-speed automatic
Power output 148bhp @ 3,500rpm
Maximum torque 266lb ft @ 1,500-2,750rpm
Top speed 118mph
0-62mph 11.6secs
CO_2 emissions (VED band) 154g/km (G)
Economy (urban/extra urban/combined): 40.9/54.3/48.7mpg
Fuel tank size/range 60 litres/643 miles
Insurance group 27
Company car tax BIK rate 28%
Size (length/width with mirrors) 4,695/2,120mm
Boot space (7/5/2-seats) 128/591/1,608 litres
Kerb/maximum towing weight 1,610/2,000kg
Euro NCAP crash test safety rating
★★★★★ (pre-facelift tested)

Verdict Already a solid performer on road and off, Mitsubishi's updated Outlander adds glamour through its visual updates and a brace of targeted improvements enhancing the cabin ambience and driving experience.
DieselCar rating ★★★½



INFINITI Q30

Infiniti is a relative newcomer to the UK market and its name has been catapulted into living rooms courtesy of its sponsorship deal with F1 and Red Bull Racing. The marque was first launched in the USA way back in 1989 and is Nissan's upmarket luxury brand, and has sold almost 155,000 cars in the first nine months of 2015. And though models have been on sale here for a little over six years now, sales performance can be measured in the hundreds, rather than thousands. But that's all set to change with the launch of the Q30 – a new medium sized premium car that is set to tackle the Audi A3 Sportback and BMW 1 Series head on.

As part of a far-reaching agreement between the Renault-Nissan Alliance and Daimler in Germany, the Infiniti Q30 has an interesting pedigree. The newcomer is British built, made alongside Nissan's Qashqai, Juke, Leaf and Note, and uses the Mercedes-Benz A-Class as its basis. It has a French engine under the bonnet – the familiar 1.5-litre dCi Renault unit – and we drove it for the first time at its international launch in Portugal. So here we have a Japanese branded car, with German underpinnings, a French engine, built in Britain and tested on Portuguese roads – a truly international effort.

The stance of the Infiniti Q30 is pure A-Class, but its styling is hugely more attractive thanks to the company's now trademark double-arch grille up front, with an interesting three-dimensional mesh, while at the rear, the C-pillar has a swoopy Z-shaped treatment that blends in with the curviness of the rear headlights and boot lid. There's an almost crossover stance to the Q30 thanks to elevated suspension and black wheelarch extensions, but we will have to wait until next year for a more focussed edition that will wear the QX30 nameplate and is designed to take on the Mercedes-Benz GLA-Class and Volvo V40 Cross Country.



The cabin of the Q30 is attractive with great use of high quality mouldings and materials. The stitched surfaces are a nice touch, and the metal appliqués serve to lift the cabin's ambience. The switchgear is largely carried over from the A-Class, including the handily positioned electric seat controls mounted on the door, though we found the positioning of the electric hand brake awkward to operate, located below the main dashboard moulding. Even the key is a Mercedes-Benz item with an Infiniti logo imprinted on it. The screen for the infotainment and navigation system is ideally placed just within your eye line, and the rotary control between the front seats is easy and relatively intuitive to operate. The driving position is snug, with nicely bolstered seats that hold you in place on twisty roads. Both head and legroom is good both front and back, though if the front seats are in their lowest position, foot space is restricted. Access to the rear seats is smaller than some rivals, and that's down to the door aperture. Boot space is larger than its donor car by 27 litres, and beats the BMW 1 Series and Volvo V40 for roominess, but can't quite match the Audi A3 Sportback that boasts 380 litres for luggage. The Q30 also suffers with a higher than













usual sill, which makes stowing heavy suitcases more difficult. Oddment space around the cabin is quite decent, with a cubby area ahead of the gear lever, extra storage within the armrest, as well as reasonably proportioned door pockets and glovebox.

The engine in our test car is the same unit that is found in various Renault and Nissan products, as well as the Mercedes-Benz A- and B-Class. It's a beautifully refined powerplant with decent eagerness off the line. Mid-range punch is pretty good, too, and although a little on the lumpy side, the manual gearbox has six nicely chosen ratios to aid progress. Wind and road noise are neatly contained and you'll only hear the engine when you've got your foot buried in the footwell. On back roads body control is pleasingly good, with only a small amount of lean when cornering, while grip levels are high. The steering while adequately weighted and reasonably accurate doesn't have the fun factor that some rivals are endowed with, being set up more for comfort than outright agility. One area that is considerably improved compared to the A-Class is in terms of ride comfort, with the Q30 soaking up imperfections and potholes with greater accomplishment.

Ian Robertson DC

On sale Now
In showrooms January 2016
Prices £21,500 to £33,890
Bodystyles 5-door hatchback
Engines 1.5 (107bhp), 2.1 (168bhp)
Trim levels SE, Premium, Business Executive, City Black Edition, Premium Tech, Sport
Also consider Mercedes-Benz A-Class, Volvo V40

Model tested Premium Tech 1.5d
Price £26,430
Made in Sunderland, UK
Configuration 5-door hatchback, 5-seats, front-wheel-drive
Drivetrain 1461cc, 4-cylinder, 8-valve, turbocharged diesel with stop-start
Transmission 6-speed manual
Power output 107bhp @ 4,000rpm
Maximum torque 192lb ft @ 1,750-2,500rpm
Top speed 118mph
0-62mph 12.0 secs
CO_2 emissions (VED band) 108g/km (B)
Economy (urban/extra urban/combined): 60.1/74.3/68.9mpg
Fuel tank size/range 50 litres/758 miles
Insurance group 14
Company car tax BIK rate 19%
Size (length/width with mirrors) 4,425/2,083mm
Boot space (minimum/maximum) 368/tba litres
Kerb/maximum towing weight 1,434/1,200kg
Euro NCAP crash test safety rating
Not yet tested

Verdict It takes the Mercedes-Benz A-Class and improves upon it in almost every way. The fact that it is British built, too, is the icing on the cake.
DieselCar rating ★★★★

SEAT IBIZA

If you're wondering where the facelifted Ibiza is, you're looking at it. SEAT has taken an 'if it ain't broke' type approach to the second facelift of the Ibiza, instead making changes that are hidden within the car. There's a new range of diesel engines and a sub-100g/km 1.0-litre turbocharged petrol engine, as well as enhancements to the way that the baby Spaniard steers and rides. In addition, a brand new interior to bring it in line with the larger Leon, and a range of connectivity options for smartphones to appeal to younger buyers arrive. Completing the package of changes is the availability of a range of personalisation options designed to make it stand out.

Under the bonnet are a range of Euro-6 emissions compliant diesel engines that have already been seen in the Skoda Fabia and Volkswagen Polo. Three power outputs are on offer, including this 103bhp three-cylinder 1.4-litre unit tested in five-door hatchback guise and in sporty FR trim. Other alternatives include three-door SC and estate ST derivatives using the same powerplant and FR equipment level, as well as an 89bhp FR edition paired to a DSG twin-clutch automatic transmission and the estate bodyshell. At the bottom of the diesel range, an entry-level 74bhp 1.4-litre TDI S model kicks off the line-up, and is flanked by a pair of SE 1.4 TDI Ecomotive editions that are officially rated at 88g/km in hatchback guise, and a couple of CO_2s higher in the ST estate version. Completing the line-up of super frugal small cars is a 94bhp 1.0-litre turbocharged three-cylinder petrol engine that emits 94g/km, is capable of 68.9mpg on the combined cycle, and is offered in SE specification across all three bodystyles. Thanks to their parsimony, all of these editions qualify for zero-cost vehicle excise duty.



Off the line, this 103bhp powerplant has decent zip, and delivers a pleasing three-cylinder thrum. Refinement is good, and while there's some diesel chatter at idle and from cold, it soon disappears to become just a backing track. Even with your foot to the floor attempting to replicate the sub-ten second 0-62 figure, the engine doesn't become intrusive, though the same can't be said for the tyre and road noise, which manages to irritate at motorway speeds. The five-speed manual gearbox is smooth and easy to slot in and out of gear, and though most rivals would fit a six-speed unit at this kind of power output, the Ibiza simply doesn't need it. The five ratios that it does have are well chosen and propel the car along nicely. The introduction of electric power steering and the improvements therein are particularly welcome, with the Ibiza now feeling quite agile with lots of feel. Accuracy is pretty good, too, and it is sharpened further by pressing the Sport button, which is exclusively offered as a £265 option on FR versions. Through winding lanes and back roads body lean is well controlled, and thanks to plenty of grip, the Ibiza is a good driving companion. Ride comfort is great too, with a well damped, comfortable suspension set-up that is somewhat on the spongey side, but not in a bad way. It means that potholes and road imperfections are soaked up nicely, and far and away better than you would expect an FR-badged car to perform.

The cabin of the Ibiza has been transformed









thanks to an overhaul using the Leon as a benchmark. Out go the hard plastics on the dashboard, and in comes a stylish fascia adopting the latest soft-touch materials. There's the same steering wheel as you'll find in the latest Leon, as well as fresh instruments, new infotainment systems and the option of personalising elements of the cabin with a dash of colour. While not all of the hues will suit all tastes, it's good that SEAT is giving its owners the opportunity to choose from a wide palette. The introduction of Full Link means that smartphone users can pair to the car seamlessly, using functionality like Apple CarPlay, Android Auto and MirrorLink. Rather than taking eyes of the road, the menus of the smartphone are replicated on the dashboard mounted touchscreen, making it safer and easier to operate while on the move.

Space inside the Ibiza is pretty good for a small car, with lots of head and legroom up front and space that is well up to class standards in the rear. The driver's seat offers plenty of adjustment, while delivering good lateral support on more entertaining roads, and remaining comfortable over longer distances. All of the controls are logically thought out, with clear labelling and good positioning, while the white on black instruments are easy to read. Space for oddments is well catered for thanks to a decent sized tray ahead of the gear lever and decently proportioned door pockets and glovebox. Boot space is similar in size to its major rivals with 292 litres of space on offer, with additional room available by tumbling the rear seats down in a 60:40 fashion.

All versions of the diesel Ibiza range come with DAB digital radio, Bluetooth mobile phone connectivity, air conditioning, electric and heated door mirrors, remote central locking and electric front windows. Move up to SE specification and key equipment differences are 15-inch alloy wheels, LED daytime running lights, front fog lights and a leather steering wheel and gear knob, while FR versions also feature larger 16-inch alloy wheels, a sportier exterior, cruise control, drowsiness detection, sports seats, power folding door mirrors, automatic headlights and wipers and an electronic differential lock.

Ian Robertson DC

On sale Now
In showrooms Now
Prices £13,525 to £18,035
Bodystyles 3-door and 5-door hatchback, and 5-door estate
Engines 1.0 petrol (94bhp), 1.4 diesel (74bhp), 1.4 diesel (89bhp), 1.4 diesel (103bhp)
Trim levels S, SE, FR
Also consider Renault Clio, Skoda Fabia

Model tested FR 1.4 TDI 5-door
Price £17,335
Made in Martorell, Spain
Configuration 5-door hatchback, 5-seats, front-wheel-drive
Drivetrain 1422cc, 3-cylinder, 12-valve, turbocharged diesel with stop-start
Transmission 5-speed manual
Power output 103bhp @ 3,500rpm
Maximum torque 184lb ft @ 1,750rpm
Top speed 119mph
0-62mph 9.9 secs
CO_2 emissions (VED band) 95g/km (A)
Economy (urban/extra urban/combined): 70.6/83.1/78.5mpg
Fuel tank size/range 45 litres/777 miles
Insurance group 18
Company car tax BIK rate 17%
Size (length/width with mirrors) 4,082/1,693mm
Boot space (minimum/maximum) 292/847 litres
Kerb/maximum towing weight 1,161/1,100kg
Euro NCAP crash test safety rating
★★★★★ (pre-facelift tested)

Verdict While the changes may look subtle, the engine, interior and connectivity enhancements all add up to a big difference in day-to-day usability.
DieselCar rating ★★★★



SEAT ALHAMBRA

If there was ever a prize for the most subtle facelift, the Alhambra would certainly be in the running for it, as you'll need to be a real car geek to spot the differences. The eagle-eyed will notice a re-profiled front grille, together with some revised graphics for the rear lights, oh and there's a smattering of gloss trim on the B-pillar now, and a revised range of alloy wheel choices. On the inside, a new steering wheel and instrument cluster puts in an appearance, in addition to an updated range of upholsteries and interior mouldings, while Full Link – a piece of software that gives you the ability to connect your smartphone – is offered for the first time. Under the bonnet you'll find a range of new Euro-6 emissions compliant 2.0-litre TDI engines, with a useful power boost compared to before – 10bhp in the case of our test car.

The amount of space on offer is huge, all at a price that is lower than its sister car, the Volkswagen Sharan. There's genuine seating for seven adults, with access to the back made easier by sliding rear doors – handy when squeezing into tight parking spots. All the materials used in the cabin are top-notch, are of the soft-touch variety, and feel like they'll stand up to anything a temperamental toddler or stroppy teenager could throw at it. The layout is sensible, with all of the major controls clearly labelled and logically arranged. The seating position is nicely elevated, with lots of available adjustment to the steering wheel and seats, and thanks to deep windows, all-round visibility is excellent.



Space for oddments is well taken care of thanks to a cubby hole in front of the gear lever, a nicely proportioned lidded storage area on top of the dashboard, large door pockets and a well-proportioned glovebox. Heads, knees and feet are well catered for whichever row of seating you're sat in, though rather expectedly the rearmost seats get the rawer deal. While spacious compared to other MPVs of this ilk, chunkier adults will want to be sat elsewhere. Kids will have a ball, and there's even a generous amount of space for family shopping with all seven seats in place, though Ford's latest Galaxy is even bigger according to the tape measure.

The new 148bhp edition of the 2.0-litre TDI engine does a good job of hauling the Alhambra along, with our test car fitted with a DSG automatic transmission. Gear changes are swift and smooth, and for enthusiastic drivers there's the option of taking over and doing them yourself courtesy of paddleshifts on the steering wheel. There's decent pace away from the lights, with a reasonable amount of mid-range punch when you demand it. The stop-start system works efficiently and though you'll hear the engine on start-up from cold and when you've got your foot to the floor, the engine is largely muted and will be drowned out by the sounds of squabbling siblings. Road noise is nicely taken care of, even with the optional 18-inch alloy wheels of our test car, and there's understandably some wind noise at motorway speeds on account of the bluff shape. For such a large vehicle, the Alhambra equips itself well out on the road, with well contained body roll and a decent amount of grip. The steering doesn't have an enormous amount of feel, but is safe and predictable, and the suspension is well judged, soaking up urban lumps and bumps well, and consuming long motorway journeys with real aplomb.

Ian Robertson DC

On sale Now **In showrooms** Now
Prices £26,775 to £35,770 **Bodystyles** 5-door MPV
Engines 2.0 (148bhp), 2.0 (181bhp)
Trim levels S, SE, Connect, SE Lux, FR Line
Also consider Ford Galaxy, Volkswagen Sharan

Model tested SE 2.0 TDI Automatic
Price £29,975
Made in Palmera, Portugal
Configuration 5-door MPV, 7-seats, front-wheel-drive
Drivetrain 1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission 6-speed twin-clutch automatic
Power output 148bhp @ 3,500rpm
Maximum torque 251lb ft @ 1,750-3,000rpm
Top speed 124mph **0-62mph** 10.4 secs
CO_2 emissions (VED band) 137g/km (E)
Economy (Urban/Extra Urban Combined) 47.9/60.1/54.3mpg
Fuel tank size/range 73 litres/872 miles
Insurance group 19
Company car tax BIK rate 25%
Size (Length/width with mirrors) 4,854/2,081mm
Boot space (7/5/2-seats) 267/658/2,297 litres
Kerb/maximum towing weight 1,843/2,200kg
Euro NCAP crash test rating Not yet tested



Verdict A great way of carrying seven adults in comfort. While the changes appear modest, they all add up and make the Alhambra better than ever.
DieselCar rating ★★★★



SSANGYONG TIVOLI 4X4

SsangYong is the small fry of the UK motoring scene, selling only 1,500 of its cars in the UK last year, but the addition of the new Tivoli compact crossover should nearly treble that next year. The Tivoli arrived in showrooms earlier this year, initially in petrol guise and with two-wheel-drive. Diesel versions followed, and there was the promise that all-wheel-drive editions would be added later. True to their word, SsangYong dealers are now welcoming the first Tivoli 4x4 models into their showrooms.

The Tivoli has been generally well received as a decently-driving budget crossover with mannerly handling and reasonable ride quality. The standard car can become just a bit choppy over some of the sharper surface undulations on a country back road, and the 4x4 is a little better in this respect. That's down to a change in the rear suspension that accompanies the all-wheel-drive set-up. It has been changed from a torsion beam design to a more sophisticated multi-link one, and it does make a small but noticeable difference. Cornering control is a little tauter, and secondary ride quality is smoother. In normal driving the Tivoli 4x4 runs in front-wheel-drive mode to aid fuel economy, but automatically shifts up to half the available power to the rear wheels when the going gets tricky, and uses smart electronics to deliver power to those wheels finding the most grip. On a mild off-road course, the system worked very efficiently and the car felt sure-footed and well equipped to cope with slippery conditions. It should prove to be a boon in the UK's wintry months, especially in the outer reaches of the country where weather conditions can be more extreme.



The cabin is neatly laid out with mostly firm-touch surfaces, but with very reasonable quality materials used throughout, and pretty fair fit and finish, even if the overall ambience is a bit budget. The test car had a mostly black interior, although lifted by some red detailing on the instrument dials and fascia. There are some funkier options available, in a bold two-tone interior colour scheme that gives the cabin a more contemporary look. The Tivoli feels roomy for its external dimensions, and can seat five without too much of a squash. It is also quite well endowed with boot space at 423 litres, which exceeds most rivals. It has 67 litres more than a Vauxhall Mokka, for instance, and 178 more than a Fiat 500X. There's also the option of stretching the Tivoli's cargo space to 1,115 litres by tumbling down the rear seats.

For the price, the Tivoli 4x4 is pretty well equipped and impresses as one of the best value, keenest priced crossover 4x4s available. Standard kit for all four-wheel-drive editions includes seven airbags, 18-inch alloy wheels, leather upholstery, heated front seats, a reversing camera, dual-zone climate control and Bluetooth mobile phone connectivity. Splash out an additional £1,400 on the top-specification ELX version and you'll also get front and rear parking sensors, automatic wipers and headlights, rear privacy glass, a rear spoiler, keyless start, an uprated instrument cluster and a TomTom navigation system. There's also the option of an automatic transmission on the ELX version, though that pushes up CO_2 emissions to 156g/km and costs an additional £1k at £19,500. But even so, that's still a bargain compared to all of the Tivoli's main rivals, especially taking into account the class-leading limitless five-year warranty.

Sue Baker DC

On sale Now **In showrooms** Now
Prices £17,100 to £19,500
Bodystyles 5-door crossover
Engines 1.6 (113bhp) **Trim levels** EX, ELX
Also consider Fiat 500X, Vauxhall Mokka

Model tested ELX 4WD **Price** £18,500
Made in Pyeongtaek, South Korea
Configuration 5-door crossover, 5-seats, four-wheel-drive
Drivetrain 1597cc, 4-cylinder, 16-valve, turbocharged diesel
Transmission 6-speed manual
Power output 113bhp @ 3,400-4,000rpm
Maximum torque 221lb ft @ 1,500-2,500rpm
Top speed 109mph **0-62mph** 11.0 secs
CO2 emissions (VED band) 123g/km (D)
Economy (Urban/Extra Urban Combined) 51.4/67.3/60.1mpg
Fuel tank size/range 47 litres/621 miles
Insurance group 19
Company car tax BIK rate 22%
Size (Length/width without mirrors) 4,195/1,795mm
Boot space (minimum/maximum) 423/1,115 litres
Kerb/maximum towing weight 1,430/1,500kg
Euro NCAP crash test rating Not yet tested



Verdict Tivoli is the best SsangYong yet, and this 4x4 version is the most desirable. It's more surefooted for soft-road and winter driving, and has the benefit of more sophisticated rear suspension.
DieselCar rating ★★★★



SMOOTH OPERATORS

BMW 320 M SPORT AUTOMATIC vs JAGUAR XE PORTFOLIO 2.0 DIESEL

Either of these two prestige smoothies would impress the neighbours, and also command a strong presence in the executive car park. But which one wins our hearts and minds? Read on to find out.

Nothing stands still on the executive car scene. In such a competitive arena, the goalposts keep moving, and as fast as a new exec-pleaser arrives in the company car park, rivals keenly brush up their suits to stay looking fresh and relevant. So it is that both Jaguar and BMW have something new with which to woo those picky middle-managers. The home product is Jaguar's new XE, sleek and cat-badged with its whiskery front lights and its cossetting cabin. The smooth-limbed German rival is BMW's freshly revised 3-Series, with its purposeful stance and its slickly-styled interior. So which one makes it to the top of the wish-list? Which of these two desirable executive saloons scores highest in our scrupulous comparison? Stand back and let battle commence.

DRIVING EXPERIENCE

BMW 3 Series ★★★★★



Jaguar XE ★★★★★





BMW 320d M SPORT AUTOMATIC

Price £33,635
Made in Regensburg, Munich, Germany
Configuration 4-door saloon, 5-seats, rear-wheel-drive
Drivetrain 1995cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 8-speed automatic
Power output 188bhp @ 4,000rpm
Maximum torque 295lb ft @ 1,750-2,500rpm
Top speed 140mph **0-62mph** 7.2secs
CO2 emissions (VED band) 116g/km (C)
Economy (Urban/Extra Urban/Combined) 56.5/74.3/64.2mpg
Fuel tank size/range 57 litres/805 miles
Insurance group 28
Company car tax BIK rate 21%
Size (Length/width with mirrors) 4,633/2,031mm
Boot space 480 litres
Kerb/maximum towing weight 1,525/1,600kg
Euro NCAP crash test rating ★★★★★ (pre-facelift tested)
DieselCar rating ★★★★½

JAGUAR XE PORTFOLIO 2.0 DIESEL

IK
Configuration 4-door saloon, 5-seats, rear-wheel-

1999cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission 6-speed manual
Power output 177bhp @ 4,000rpm
Maximum torque 317lb ft @ 1,750-2,500rpm
Top speed 140mph **0-62mph** 7.8secs
CO2 emissions (VED band) 109g/km (B)
Economy (Urban/Extra Urban/Combined) 56.5/76.4/67.3mpg
Fuel tank size/range: 56 litres/829 miles
Insurance group 27
Company car tax BIK rate 19%
Size (Length/width with mirrors) 4,672/2,075mm
Boot space 455 litres
Kerb/maximum towing weight 1,550/1,800kg
Euro NCAP crash test rating Not yet tested
DieselCar rating ★★★★½



From the first moment behind the wheel of the 320d, this car pleases and engages you. The BMW is a true driver's car, sensual in its interaction, with the pertly informative feedback of the steering and the grippy poise and control of the handling. It has an all-round pedigree feel. Body control is excellent, the car feels masterly through the bends with minimal roll. The good handling isn't at the expense of ride quality, either. Yes, it's towards the firmer end, but never feels insufficiently damped, and is adequately cushioned over all but the most extreme surfaces. It would be hard to find a car with more enjoyable driving manners than this in a similar price bracket. It is the slightly more powerful car of these two, and half a second quicker on sprint acceleration, although it is slightly behind on torque.

For driving calibre this is a very close-run competition. Time spent behind the wheel of the XE is rewarding because Jaguar has engineered this car to be well sorted. BMW is the benchmark in this category, and we believe the Jaguar has matched it. The new Ingenium diesel engine is a honey, and it has 22lb ft more torque than its German rival. The car has fine handling, with a grippy precision that comes within a whisker of its opponent. Ride quality is also excellent, ironing out the surface lumps and dips very effectively, even more so than the 3 Series. Usefully, the Jag can tow an extra 200 kilograms, which could tip the choice for some. Although performance is very similar, this is the marginally more economical car of the two.

> The BMW is a true driver's car, sensual in its interaction, with the pertly informative feedback of the steering and the grippy poise...

STANDARD EQUIPMENT

BMW 3 Series

18-inch alloy wheels with 225/45 R18 front tyres, 255/40 R18 rear tyres and run-flat tyres
Alarm system
Anti-lock brakes, brake-force distribution and brake assist
Automatic headlights
Auto-dimming rear view mirror
Bluetooth mobile phone connectivity
Cruise control
DAB digital radio with 6.5-inch widescreen, six-speakers, USB socket and steering wheel controls
Drive select system
Driver, passenger, side and head airbags with passenger side de-activation switch
Dual-zone climate control
Dynamic stability control
Electric and heated door mirrors
Electric windows front and rear
Front fog lights
Isofix child safety seat fasteners for rear outer seats
Keyless start
Leather steering wheel
Leather upholstery
LED daytime running lights
Navigation system
Rain sensor
Rear parking sensors
Remote central locking
Speed limiter
Traction control
Tyre pressure monitoring system

What's Hot More generous space inside and a larger boot. Seriously engaging to drive, with agile steering, a firm, yet comfortable ride – yes even with M Sport suspension – and excellent body control. Fuel economy in the 60s mpg is phenomenal for this size car. Four-wheel-drive is available as an option, as are estate and hatchback bodystyles.

What's Not Not as generously kitted out. Limitations of rear wheel-drive in wintry conditions. One group higher for insurance. Less torquey and more expensive to run due to higher CO_2 emissions. Will cost more on company car taxation. Too much road noise, and 2.0-litre diesel engine is grumbly. If you want to fold the rear seats down, you need to venture into the optional extras list. The driving position is offset, although not so crucial with the automatic gearbox.



INTERIOR AND COMFORT

BMW 3 Series ★★★★½



Jaguar XE ★★★★½



There is a real air of confidence about the 320d's beautifully crafted cabin. From its high-set, confidently wide navigation screen to its latest-generation iDrive controller system, the BMW's interior is a class act. There is a snug, driver-centric feel to the cockpit, and a clean precision about its design. All the surfaces are nicely tactile and textured to match the imprinted design of the leather seat upholstery. The fascia styling, though, lacks the elegant flow of the Jaguar's sweeping door and the curve of the dashboard, and is more traditionally squared off in the BMW. This car has the edge for seat comfort, though, with the front seats huggily shaped all the way up, and maybe just a little superior for lateral support than those in the XE.

We have always been big fans of Jaguar's cabin designs, and the XE is more of the same. Cabin quality is very high, with beautiful detailing, while fit and finish throughout the interior is elegant and precise, and well up to the standard you expect of a car in this class. The instrumentation is fabulous for clarity, and the wider navigation display is excellent, even though the system can sometimes be a touch slow to react. There is plenty of adjustment for both driving seat and steering column, and it is very easy to set a very comfortable driving position. It is all very contemporary with none of the clubby boardroom look of old-style Jaguars.

> The new Ingenium diesel engine is a honey, and it has 22lb ft more torque than its German rival.

SPACE, PRACTICALITY AND VERSATILITY

BMW 3 Series ★★★★



Jaguar XE ★★★



Unarguably, the 3-Series is ahead for cabin space. Settle into the driving seat, look around, and this car immediately impresses for its roominess within its body dimensions, and packed into an overall length that is actually very slightly shorter than the Jaguar's. Back seat passengers in particular get a better deal, they have generous knee room and there is a pleasing airiness about the rear cabin of the BMW. The good cabin space has not been achieved to the detriment of room in the boot. In fact, the 320d has an additional 25 litres of luggage space over its British rival. BMW's attention to detail is maintained right into the hidden upper recesses of the boot, which are better finished-off here than in its competitor.

Cabin space in the XE is reasonable, and it doesn't feel particularly cramped for the car's exterior size, but when you jump between these two cars, it is instantly obvious that the BMW just feels that much roomier. The Jaguar's rear legroom is less generous, and it isn't quite as well endowed with head height. It's a small, but important, difference, but could be enough to tip a decision in the BMW's favour if a buyer regularly carries rear seat passengers. Boot space is a little smaller too, and it is disappointing that the boot ceiling has some sharp protrusions that might risk scratching and damaging your upmarket luggage. We'd like a little more attention to detail to the finish in places where it's less obvious.

RUNNING COSTS

BMW 3 Series ★★★★½



Jaguar XE ★★★★★



The advancement in technology has meant that executive size cars are now as frugal as superminis were just a few years ago, thanks to the deployment of clever technology like stop-start technology, low friction lubricants and low-rolling resistance tyres. Whether equipped with a manual or automatic transmission, the BMW 320d M Sport emits CO_2 of 116g/km and BMW claims a fuel economy figure of 64.2mpg on the combined cycle. This results in an annual vehicle excise duty bill of £30 per annum and for business users, will mean that they will be taxed at the rate of 21 per cent for benefit-in-kind company car tax. Servicing is required every year at a mileage determined by the car's onboard computer that utilises sensors located all around the car's engine bay. All BMW's come with a three-year, unlimited mileage warranty for peace of mind, which is good for higher mileage users. Insuring the 320d M Sport means a grouping of 28, which is identical to all other 320d models, no matter what the equipment level is.

The Jaguar XE goes one better, and in manual gearbox guise, as tested, CO_2 emissions are quoted as 109g/km, with 67.3mpg claimed to be possible on the combined cycle. Choose an automatic gearbox and you'll get the same miles per gallon, but the CO_2 emissions drop down a little to just 106g/km, putting the Jaguar ahead of the German branded motor. Our test car attracts an annual vehicle excise cost of £20 per year, £10 less than its rival, while the benefit-in-kind taxation rate is levied at just 19 per cent for business users, representing a two per cent reduction compared to the BMW. Servicing is required every 21,000 miles, which is generous for higher mileage users, and each new XE is covered by an unlimited mileage, three-year warranty. Insurance costs are marginally less than for the BMW, with this Portfolio specification car falling into group 27.

STANDARD EQUIPMENT

Jaguar XE

18-inch alloy wheels with 225/45 R18 tyres and tyre repair kit
Alarm system
Anti-lock brakes and brake assist
Autonomous emergency braking system
Automatic headlights
Auto-dimming rear view mirror
Bi-Xenon headlights with washers
Bluetooth mobile phone connectivity Cruise control
DAB digital radio with eight-inch touchscreen, eleven-speakers, premium audio system, USB socket and steering wheel controls
Drive select system
Driver, passenger, side and head airbags with passenger side de-activation switch
Dual-zone climate control Dynamic stability control
Electric and heated door mirrors
Electric front seats Electric park brake
Electric windows front and rear
Heated front seats Hill launch assist
Isofix child safety seat fasteners for rear outer seats
Keyless entry and start
Lane departure warning system
Leather steering wheel
Leather upholstery LED daytime running lights
Navigation system Pedestrian deployable bonnet
Rain sensor Rear parking sensors
Speed limiter Traction control
Traffic sign recognition
Tyre pressure monitoring system Voice control

What's Hot Much more generously kitted out, particularly when it comes to safety equipment. A real driver's car, with communicative steering, fantastic body control, and a well-judged ride. Extra torque, more fuel efficient, even when an automatic gearbox is specified. Costs less on company car tax. Cheaper to insure. Has a more generous towing capacity. Fantastic quality cabin with superb attention to detail. It's the baby Jaguar that we've been crying out for.

What's Not Cabin space is below par for the class, particularly in the back, and the boot is smaller than its rival. Rear-wheel-drive has its limitations when road conditions are slippery. Only a tyre repair kit included within the price. Manual gearbox doesn't suit the XE as well as the automatic transmission. The trim in the boot isn't so nicely finished as in the 3 Series, and to fold the rear seats down, you need to pay extra. Line-up is limited to just a four-door saloon for now.

EQUIPMENT AND PRICE

BMW 3 Series ★★★★



Jaguar XE ★★★★½



With a vast number of different versions available on both cars, it was inevitable that we weren't going to be able to match the two cars exactly, and ideally we would have liked to have had both manual gearbox cars, or specified with an automatic transmission. As it was, the BMW 3 Series has an eight-speed automatic transmission, whereas the Jaguar XE is fitted with a six-speed manual gearbox. Similarly, the trim levels are at odds, too, with the 320d in dynamic M Sport trim, and the XE is kitted out in luxurious Portfolio specification. And so while the price tags are near enough spot on – £33,635 for the BMW and £33,675 for the Jaguar, there's quite a different between the levels of equipment, and of course the BMW's price tag has the optional automatic transmission price of £1,550 contained within it.

Both of the cars come with 18-inch alloy wheels, DAB digital radio, leather upholstery, a navigation system, rear parking sensors, a rain sensor and automatic headlights, as well as keyless start, LED daytime running lights, a driver select system and an automatically dimming rear view mirror. The Jaguar has a longer list of equipment as standard with bi-Xenon headlights, electric and heated front seats, an electric park brake and keyless entry, as well as a whole host of cutting-edge safety equipment that includes autonomous emergency braking, a pedestrian deployable bonnet, traffic sign recognition and a lane departure warning system. The touchscreen for the audio system measures eight-inches compared to the six and a half inches in the BMW, and the Jaguar features an uprated Meridian Audio system with eleven speakers, compared to just six in the BMW. But the XE doesn't have it all its way, with the 3 Series featuring front fog lights which are missing from the Jaguar's standard equipment list. The BMW-badged car also features run-flat tyres which are useful in the event of a puncture, whereas Jaguar simply equips the XE with a tyre repair kit, which is disappointing.

Our researchers shopped around for the best deal on each of our test cars and it was the BMW that came out substantially cheaper, with a price of just £26,521 found at online new car brokers Coast2Coast Cars (www.coast2coastcars.co.uk), representing a saving of £7,114 off the list price, and a 21 per cent discount. By contrast our expert shoppers achieved a discounted price of £29,436 at H A Fox Jaguar, a saving of £4,239 and equivalent to a discount of 12 per cent. H A Fox (www.hafoxjaguar.co.uk) is part of the vast Inchcape Group, with dealers located right across the country, from Southampton to York, and Cheltenham to Norwich.





VERDICT

BMW 3 Series ★★★★½



Jaguar XE ★★★★½



It's close. Very close. We have engaged in hard debate over which one takes victory in this twin test, which car wins our hearts and minds. Both have much to offer, and both are high calibre for driver satisfaction. We rate them equally for overall desirability, but we have to award victory to one, and by a very narrow margin it goes to the Jaguar XE. It isn't quite as roomy as its rival, but its running costs are lower, it is superior for towing, and it wins on price as the better value of the two. The Jaguar comes much better equipped for the money, and kitting the BMW to match would cost almost £3,000 and make it look dear in comparison. It's a knife-edge decision, though, and could have gone either way.

ALSO CONSIDER



AUDI A4

The latest A4 went on sale earlier this month and had we been able to get a right-hand-drive example in time for this test, it would have been a three-way shootout. The Audi impresses thanks to its smooth manners, excellent frugality and top-notch quality. It certainly gives both of our twin test candidates a real run for their money.



MERCEDES-BENZ C-CLASS

No German shootout would be complete without the inclusion of the latest incarnation of the C-Class. It looks like a baby S-Class, with a cabin that takes some serious beating. Our main criticism of this car is the grumbly 2.1-litre turbodiesel engine, which stops it from going right to the top of the compact executive car class.



DS 5

The DS 5 making an appearance on these pages may raise a few eyebrows, however, the latest facelifted car has all of the credentials to muscle into the executive car park. Eye-catchingly distinctive looks, an upmarket, premium feel to the cabin, and excellent efficiency marks this latest car out as something truly special.

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...improving fuel quality

Exocet #DieselPowerRestorer

Exocet #DieselPowerRestorer is a specially formulated fuel additive designed to break down and disperse hard lacquers and internal diesel injector deposits (IDID) to bring fuel flow and engine power back to optimum levels quickly.

Features

- Restores power that can be lost in modern diesel engines
- Works within one tank of fuel
- Potential fuel economy benefit



250ml TREATS 100 LITRES OF DIESEL

Exocet #SmartDrive

Exocet #SmartDrive is a formulated diesel fuel additive incorporating fuel borne catalyst (FBC) technology to promote the regeneration of diesel particulate filters (DPF).

Features

- Cost effective DPF cleaning
- Compatible with all diesel fuel systems
- Online functionality – no excessive downtime or disassembly



250ml TREATS 100 LITRES OF FUEL

Exocet #RacingDiesel

Exocet #RacingDiesel fulfils two functions:
i) to act as an additive package for unadditised, terminal-sourced DERV (basic EN590 diesel)
ii) to upgrade retail diesel to premium grade fuel

Features

- Maintains injector and fuel system cleanliness
- Smoother power delivery and acceleration
- Reduces emissions by improving combustion efficiency



250ml TREATS 100 LITRES OF DIESEL

Exocet #PowerBoost

This bespoke product acts as an ignition quality booster, combustion improver and rapid engine cleanser for diesel engines. It can be used at any time, but is particularly suitable for engines that have not run for a period of time (measured in weeks) and in cold start conditions.

Features

- Improved cold weather starting
- Improved ignition quality
- Deposit/lacquer removal for injectors



250ml TREATS 100 LITRES OF FUEL

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FJ I0	£22,000
999 G	£23,000
II JDJ	£3,000
24 JRC	£6,800
KAT 6V	£5,000
98 LD	£7,000
69 LT	£5,800
92 M	£35,000
5 MG	£32,000
5 MGL	£6,500
MKS I	£32,000
R6 NOW	£1,850
7 OF	£21,500
I6 OLD	£43,500
7 PMS	£4,000
PHC 7	£6,000
800 RC	£6,000
VI2 RPH	£600
8I8 SB	£8,000
I0 SRC	£4,500
TSE 6	£5,000
VVC 2	£7,500
WWK 92	£5,400
28 X	£30,000
I4 Y	£35,000

A

533 A	£9,500
AJ 9	£85,000
AM 69	£23,000
R600 AMY	£1,500
I68 ATP	£1,500
K99 ANA	£1,000
R20 AVA	£600
I AXG	£13,000
AXT 8N	£4,995

B

BI0	£280,000
700 BA	£7,500
Y662 BEC	£1,000
BEL 4	£25,000
I0 BG	£19,000
98 BH	£15,000
T7 BHP	£2,000
T8 BJK	£650
6 BMH	£15,000
V88 BMW	£1,800
I90 BMW	£3,700
BOB 964	£8,800
BRI0NEE	£3,500
333 BXS	£1,000

C

L777 CAT	£995
M3 CDC	£1,800
MI2 CFD	£1,500
2 CFG	£8,800
CI6 ARE	£4,000
CLS II	£7,500
II CLS	£5,000
N2 CLY	£1,800
COB 8IE	£8,500
COL 374	£4,500
CSE 289	£2,500
I CSV	£18,000
3I0 CTR	£1,800
I CTS	£16,000

D

DAMII0N	£15,000
T30 DGB	£500
474 DGM	£3,500
AI2 DGD	£1,300
VI DOR	£3,200
I DOY	£29,000
98 DS	£18,000
A9 DSD	£950
I00 DVO	£3,600
6 DWG	£4,000
230 DXE	£950

E

C4 EGC	£750
206 ELY	£2,500
EI0 TTT	£2,500
2I3 EMM	£2,800
EMW 520	£2,800
I0 EN	£13,000
G7 ENG	£2,800
EP 3582	£2,500
EPII ATE	£1,000
ERR IK	£12,000

F

I9 F	£47,000
LA55 FAT	£4,500
S2 FCS	£850
RI2 FCS	£650
FDZ 483	£900
FND ID	£1,000
FP 23	£8,500
R555 FRY	£1,000
FUN IT	£3,500

G

I7 G	£47,500
550 G	£13,000
GAC 88I	£3,000
6 GCD	£5,800
I GFX	£8,500
C6 GGA	£1,000
I GGX	£9,500
GOIOBAR	£25,000
III GJ	£6,800
JI4 GKG	£850
GNL 74	£4,000
GOF 3R	£6,000
G2UMP	£2,400

H

HAM 3R	£12,000
38 HGB	£4,800
3959 HJ	£1,300
R9 HJH	£1,200
HJR IN	£1,300
56 HM	£11,000
II HNS	£5,000
AD02 HOD	£850
R8 HRD	£1,200
HSK 288	£1,200
HU5ICAN	£4,500
HU59CAN	£4,500

J

JAB 4	£23,000
RI00 JAG	£5,500
JAG 8T	£12,000
II JCD	£6,500
4 JCK	£10,000
I JDJ	£23,995
HI JDJ	£1,995
WI8 JEM	£1,300
JFB 502	£3,300
624 JGC	£1,495
JGL 289	£1,200
II JHM	£6,000
JJW 624	£5,500
JOD I7S	£4,000
6000 JR	£5,000
24 JRC	£8,000
K48 JRP	£600
F900 JRS	£700
24 JT	£8,500

K

K794 KAB	£600
KCT 96I	£2,000
DI KDJ	£1,200
I5 KF	£15,000
KH 2842	£2,500
660 KO	£4,800
I KX	£70,000

L

I000 L	£9,500
I LBO	£13,000
S9 LCW	£800
LD07 REN	£600
K6 LEE	£5,000
LEE 782	£3,500
8 LJS	£8,800
CC02 LOT	£500
222 LP	£6,000
222 LR	£7,500
L2 LTY	£950
LXS 40	£2,600
LYN 554Y	£4,500

M

Y200 MAX	£1,600
MBA 80	£5,800
MCA 4N	£3,500
II MCF	£8,500
X2 MDH	£1,200
MDS I7	£7,000
AI0 MFC	£1,300
5 MG	£35,000
V8 MGB	£3,500
MGL 446	£1,300
X7 MHB	£950
MKS I	£35,000
WI MLW	£1,995
866 MMB	£2,800
MI0 SES	£3,800
PI30 MUR	£800

N

79 N	£23,000
S330 NCK	£700
T444 NDV	£600
NFG 20	£2,800
II NMS	£5,000
HI NFO	£1,000
JOII NOK	£800
84 NT	£7,500
NUR 53X	£950
70 NXN	£1,900

O

O 49	£55,000
W84I OAD	£1,200
OAK 7I5	£5,500
I6 OG	£8,800
3O OJ	£8,000
AI OLE	£1,800
6 OOO	£30,000
OOO IX	£8,800
N5 OOO	£5,000
F2 OOO	£5,500
Y7 OSH	£1,800
III QTX	£1,500
50 OXH	£1,500

P

P I00	£65,000
PAM I32Y	£1,200
450 PAT	£3,500
PAT 228	£5,500
PCY I	£17,000
362 PG	£4,600
PHC 7	£6,800
PIL 2003	£800
7584 PJ	£1,800
EI0 PLA	£900
507 PMY	£2,800
X5 PNE	£1,600
PP II	£55,000
X6 PPD	£600
PRE 35E	£2,000
PSX 888	£2,000

R

I7 R	£35,500
RAG 535	£2,600
7 RBR	£5,500
BI RBW	£950
CI7 RDS	£2,300
J30 REP	£1,300
P99 REY	£600
RGC 943	£1,800
RHA 77	£5,000
69 RJ	£8,600
RJG I8	£6,500
47 RMV	£3,000
P90 RNR	£700
777 ROY	£5,800
T22 RPB	£750
RUS 463	£7,500
C7 RWG	£1,800
I RX	£78,000

S

II SAC	£8,800
MII SBB	£700
SCOIT	£19,500
T8 SCS	£1,500
J33 SEA	£1,000
SEZ 5692	£150
40 SJX	£1,700
2 SLR	£24,000
M555 SMG	£650
22 SMR	£5,800
50UND	£50,000
SOP 853	£3,200
6 SSD	£11,000
RM55 SUE	£850
SV 5939	£1,200

T

6T	£265,000
94 TL	£7,000
C500 TOY	£2,300
TRI3 MPH	£5,500
T234 CLE	£2,750
TRN I	£29,000
TUR 80G	£20,000

U

I UEE	£8,500
M66 UFC	£1,800
UNA 332	£3,500
7 UNO	£4,500
500 UOX	£1,300

V

VER 73X	£2,000
P2I VGB	£1,200
VJI I50	£950
VJV 306	£1,800
7 VJX	£3,800
935 VPD	£1,500
VSN I	£28,000

W

925 W	£8,000
WBK 598	£2,100
WCI3 OXR	£1,200
WGS 37S	£1,500
J7 WHD	£900
WOF 700	£2,500
I7 WRF	£2,800
WWK 92	£500
I WWW	£115,000
I0 WWW	£9,500
60 WXW	£1,700

X

333 X	£15,000
I XAD	£9,500
I XB	£45,000
I XBC	£15,500
I XD	£55,000
W444 XES	£950
I XJM	£10,000
40 XKY	£1,800
50 OXH	£1,500
57 XX	£9,000
XXX 4	£18,000
XXX IP	£9,800

Y

I2 Y	£39,500
444 Y	£9,000
YI0 YDS	£2,300
YLJ 662	£2,500
YSX 88	£2,000
I YTA	£8,500

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MERCEDES-BENZ GLE 350 d 4MATIC AMG LINE AUTOMATIC

If you're puzzling over what a GLE is, and how it fits into the line-up, you're not alone. It's all part of a plan by the German firm to harmonise its model line-up, and to make it easier to understand. The GL part identifies it as an SUV, and the E aligns it to the long-running large executive car. For example, the GLA is an SUV similar to an A-Class, and the GLC is a 4x4 that is roughly in line with the C-Class. But to add extra complication, there's also a choice of two GLE-Class models – a regular five-door SUV that replaces the M-Class, and a GLE Coupé that still has five-doors, but has swoopier lines. Have you got all of that now?

The latest car adopts the new nine-speed automatic transmission and is paired to the familiar 255bhp 3.0-litre V6 turbodiesel engine. And while there's no doubt that it is a punchy engine, it never feels really fast, mainly because there's two tons of bulk to haul along. Maybe it's the fact that the engine is so subdued, with only a feint V6 rumble when you plant the pedal into the footwell. Our test car came fitted with adaptive suspension and it means that the GLE wafts along nicely. In the regular mode, it's a touch floaty over some surfaces, but glides over speed humps and serious imperfections well. There's an awesome amount of grip, and body control is kept well in check, despite the high body sides. Rotate the dial on the centre console to 'Sport' and the steering, suspension and throttle sensitivity is firmed up nicely, and unlike most systems it transforms the character of the car. It's our preferred setting, but may not suit everyone due to the extra firmness to the suspension, but it's a trade-off that we're happy to live with in exchange for extra dynamism.





The revisions to the cabin when the M-Class morphed into the GLE centre around the introduction of a new tablet-inspired screen for the infotainment system, and though it has its critics, we rather like it. Alright it doesn't feature the latest touchscreen technology, but it's perfectly positioned right within your eyeline. What hasn't changed is the classiness and robust nature of each Mercedes-Benz cabin, with well positioned controls and buttons that feel like they will last for ever. The metal appliqués lift the cabin enormously and the neatly positioned controls for the electric seats on the door tops are a lesson in ergonomics. Newly introduced controls for the infotainment system aren't as intuitive as before, though most owners will find their way around after a short while. Nicely stuffed seats are hugely supportive when cornering and deliver excellent comfort over longer journeys. The GLE continues the tradition of providing exceptional levels of space, with the available room both front and back generous, even with the optional panoramic sunroof fitted. Boot space is also well catered for, and while marks should be knocked off for not providing a spare wheel, at least the space where it should sit underneath can swallow up extra luggage. Despite being a relatively bulky car, the GLE shrinks around you, mainly thanks to good visibility all round and the standard fitment of parking sensors and a reversing camera to aid parking in tighter spaces. DC

Price £56,280 **Made in** Tuscaloosa, Alabama, USA
Configuration 5-door SUV, 5-seats, four-wheel-drive
Drivetrain 2987cc, V6, 24-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission 9-speed automatic
Power output 255bhp @ 3,400rpm
Maximum torque 457lb ft @ 1,600rpm
Top speed 140mph **0-62mph** 7.1 secs
CO2 emissions (VED band) 179g/km (I)
Economy (Urban/Extra Urban Combined) 38.7/45.6/42.8mpg
Fuel tank size/range 93 litres/876 miles
Insurance group 45
Company car tax BIK rate 33%
Size (Length/width without mirrors) 4,819/2,141mm
Boot space (minimum/maximum) 690/2,010 litres
Kerb/maximum towing weight 2,175/3,500kg
Euro NCAP crash test rating ★★★★★ (pre-facelift tested)

What's Hot Hugely spacious. Comfortable ride with optional air suspension. Amber interior mood lighting soothing. Well equipped. Lots of storage space for oddments. Premium quality feel and overall robustness. Excellent towing capacity.

What's Not Single stalk takes some getting used to. Controls for the infotainment system aren't as intuitive as we would like. Not quite as efficient as some rivals. Seven-seats aren't available, even as an option. No spare wheel provided.

Also consider BMW X5 xDrive30d M Sport, Range Rover Sport 3.0 SDV6 HSE Dynamic

Verdict Only the eagle eyed will be able to spot the changes from the M-Class, unless the two are sat side-by-side. It remains a classy, roomy, well-appointed SUV.

DieselCar rating ★★★★



VOLKSWAGEN GOLF ESTATE GTD 2.0 TDI

It's finally arrived on UK soil, but we are scratching our heads as to why Volkswagen hasn't made a Golf GTD estate before. Skoda has had an Octavia vRS estate in its line-up for years, and when SEAT unveiled its first Leon estate, the ST, it naturally had a fast FR version in the range. All of the technology has been in place for years, and we might wager that it was the launch of the Focus ST in diesel guise that prompted Volkswagen into action. It's been a relatively easy transformation, too, with its engineers grabbing the body kit from the hatchback, dropping the suspension by 15 millimetres and adding a smattering of tartan upholstery. Job done, if a rather expensive one. There's no denying that this newcomer is well equipped, but it does command a price tag that is a whopping £3,945 more than its stablemate, the Leon FR equipped with the same engine.

Settle behind the wheel and squeeze the throttle and there's an enormous amount of power underneath your right foot. It's almost as if the engine is egging you on to drive faster and faster, and you're rewarded by taut, flat handling, communicative, well-weighted steering and a driving experience that is a lot more fun than an estate car has any right to be. The six-speed manual gearbox is a delight to operate, with a nice light clutch, and ratios that allow you to make good progress. Grip levels are high, and despite the GTD badge at the back, you'll be surprised at how supple and comfortable the suspension is. Sure it has a firmer edge than cooking Golfs, but you won't need a visit to the dentist to reset any fillings like some rival sports models. A light fluffing around the door mirrors is heard at motorway speeds, and on some older road surfaces, the amount of road noise that enters the cabin is quite draining. But show it a new, smooth piece of tarmac and it's nicely hushed.

Turning to the business end of this motor, the boot, and it's an impressive size, with a generous amount of underfloor storage, as well as a large, square surface to carry 605 litres of luggage, with an impressive 1,620 litres by folding the rear chairs down almost flat. Rear seat legroom is about right compared to its class peers, and is more generous than you'll find in the back of a Focus ST, for example. Headroom both front and rear is excellent, so you'll not hear any complaints from lanky teenagers. Visibility all around the car is first rate, thanks in part to deep windows, relatively unobtrusive pillars and standard fitment of parking sensors both front and rear. While the interior may well be predominantly sombre, with lots of greys and blacks, all of the materials are maliciously chosen for their high quality, built-to-last feel, including the latest squidgy soft-touch, tactile plastics. The instruments are a model of clarity thanks to their super clear white on black display, and the standard-fit navigation system is an easy-to-use touchscreen system that uses proximity sensing to great effect. Oddment space is impressive with a handy lidded cubby hole ahead of the gear lever, incorporating a USB socket so you can charge a smartphone, good sized door pockets and glovebox, and extra storage underneath the armrest. The hugely supportive tartan seats may not suit all tastes, but pays homage to the legendary Golf GTI, as does the golf ball-style gear knob. DC





Price £28,285 **Made in** Wolfsburg, Germany
Configuration 5-door estate, 5-seats, front-wheel-drive
Drivetrain 1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 6-speed manual
Power output 181bhp @ 3,500-4,000rpm
Maximum torque 280lb ft @ 1,750-3,250rpm
Top speed 144mph **0-62mph** 7.9 secs
CO2 emissions (VED band) 115g/km (C)
Economy (Urban/Extra Urban Combined) 54.3/70.6/64.2mpg
Fuel tank size/range 50 litres/706 miles
Insurance group 26
Company car tax BIK rate 21%
Size (Length/width without mirrors) 4,575/2,027mm
Boot space (minimum/maximum) 605/1,620 litres
Kerb/maximum towing weight 1,475/1,600kg
Euro NCAP crash test rating ★★★★★ (5-door hatchback tested)

What's Hot Huge boot. Cabin is a cut above rivals. Agile handling and well-weighted steering. Fantastically fast with top-notch refinement. Cast-iron residual values. Excellent all-round visibility.
What's Not Expensive compared to rivals. Road noise high on poorer surfaces. Sombre cabin colours.
Also consider Ford Focus Estate ST-3 2.0 TDCi, SEAT Leon ST FR 2.0 TDI

Verdict Labrador owners can now get in on Golf GTD action with this latest addition to the range. But it's pricey, and we're not sure it is worth almost £4k more than a Leon ST FR?
DieselCar rating ★★★★½



MAZDA2 SPORT NAV DIESEL

This year has been an important one for Mazda, with a large number of new product launches and updates to its existing line-up. Not only has the firm facelifted the 6 and CX-5, but there have been fresh new models like the 2 and CX-3, as well as the sexily styled MX-5. All of these range enhancements mean that Mazda sales are up by over 21 per cent compared to 2014, delighting dealers up and down the country. Part of the success is no doubt down to the stylish new 2 supermini, which marks the return of the car to the diesel market, after a three-year absence.

And the new engine is a gem, delivering nimble performance off the line. It actually feels more sprightly than the on-paper acceleration figures suggest, with good mid-range punch, and paired to six well-chosen gear ratios. The box's action is positive and smooth, aided by a light, well balanced clutch. The throttle can be a touch sensitive at times, but over time you'll get used to it. Sound from the engine is nicely hushed, and even with your foot to the floor, you'll barely hear a peep out of it. There's a mild touch of wind noise at motorway speeds, and the tyres can make a racket on older, poorer road surfaces. Thanks to great body control, the Mazda2 handles relatively flatly through the bends, and has excellent levels of grip. While the light steering is a real boon around town, aiding manoeuvrability, it would be nice if there was more feel and weight at faster speeds, to inspire greater confidence when tackling more challenging corners. Ride comfort is largely comfortable, however, the bigger 16-inch wheels fitted to Sport versions don't deliver as cossetting a ride as those fitted to the SE-L, mainly over deep ruts and potholes, though on faster roads the suspension settings are just fine.

The cabin of the Mazda2 is interestingly styled, with a tablet-style screen dominating the centre of the dashboard. It's perfectly placed for viewing, though we wish that the rotary dial was more thoughtfully located, rather than being squeezed between the two front seats. While the majority of the mouldings are made from hard materials, there is a soft band running across the dashboard, with red stitching to add a dash of colour. The metal ventilation controls are chunkily constructed and have a nice action to them. The piano black air vents are neatly styled, too, and apart from the right hand instrument display that is difficult to read in sunny conditions, all of the controls are logically arranged and easy to read. Space for oddments is well catered for, with a large area in front of the gear lever, big door pockets and a decently sized glovebox. The driving position is spot on, helped by the fact that there's hugely comfortable and supportive seats, and a large amount of adjustment available to both the chairs and steering wheel. Headroom is excellent both front and rear, though taller passengers may struggle with the amount of knee room available when seated in the back. Boot space is a little smaller than most of the car's direct rivals, and a high sill hinders access. The space can be opened up further by tumbling the 60:40 split rear seats down, though like most of its rivals, they don't fold down totally flat, and there's a step up instead. DC



Price £17,395 **Made in** Hōfu, Japan
Configuration 5-door hatchback, 5-seats, front-wheel-drive
Drivetrain 1499cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 6-speed manual
Power output 103bhp @ 4,000rpm
Maximum torque 162lb ft @ 1,400-3,200rpm
Top speed 111mph **0-62mph** 10.1 secs
CO_2 emissions (VED band) 89g/km (A)
Economy (Urban/Extra Urban/Combined) 74.3/88.3/83.1mpg
Fuel tank size/range 44 litres/804 miles
Insurance group 15
Company car tax BIK rate 16%
Size (Length/width without mirrors) 4,060/1,695mm
Boot space (minimum/maximum) 280/950 litres
Kerb/maximum towing weight 1,115/900kg
Euro NCAP crash test rating ★★★★



What's Hot Good to drive, with decent handling and great body control. Perfectly positioned navigation screen. Cabin attractively styled. Highly adjustable driving position. Well equipped.

What's Not Dials difficult to view in bright sunlight. Rear knee room is tight for taller passengers. High boot sill. Rear doors feel tinny.

Also consider BMW X5 xDrive30d M Sport, Range Rover Sport 3.0 SDV6 HSE Dynamic

Verdict Sexily styled and more appealing than some of the humdrum motors available in the small car segment. Perky performance and top efficiency makes it a great buy.

DieselCar rating ★★★★

MEET THE FLEET

We already bring you comprehensive reports on the latest cars to hit the showrooms, but the real acid test comes when you put them through their paces over several months, subjecting cars to a tough schedule and completing the kind of everyday tasks that will tell you whether it is capable of standing up to punishing family life. And this is where the Diesel Car long-term fleet comes in, reporting on what it is like to live with a selection of the most popular new cars on sale today.

FIRST REPORT



KIA SORENTO

RICHARD DREDGE



FIFTH REPORT



PEUGEOT 308

PETER CRACKNELL



FIRST REPORT



SUZUKI VITARA

IAIN DOOLEY



FIFTH REPORT



CITROËN C4 CACTUS

GAVIN BRAITHWAITE SMITH



FIRST REPORT



AUDI Q3

MATHEW WRIGHT



FIFTH REPORT



FORD MONDEO

IAN ROBERTSON



FIRST REPORT



VOLVO V60 CROSS COUNTRY

PHIL HUFF



FINAL REPORT



TOYOTA VERSO

SIMON HACKER



SECOND REPORT



RENAULT CAPTUR

MAXINE ASHFORD



FINAL REPORT



SEAT LEON X-PERIENCE

SUE BAKER

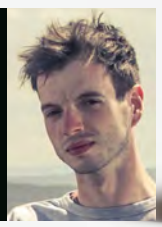


FIFTH REPORT



SKODA FABIA

SIMON THOMPSON





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KIA SORENTO KX-3 2.2 CRDi

Richard Dredge has never been a fan of full-sized SUVs, so he's really looking forward to Kia's biggest four-wheel-drive changing his opinion.

When I ran my previous long-term test car, from the moment it arrived, I made no bones about the fact that it was a car I would buy with my own money. So it's interesting moving from that Audi A4 Avant to a Kia Sorento, because if there's one type of car I don't think I would ever consider buying, it's an SUV of any size – and certainly not a full-sized seven-seater.

If that sounds like an admission of failure before we've barely got out of the starting blocks, it most definitely isn't. Having previously run one of the outgoing Sportages for a year, I soon came to love it for a whole array of reasons, and I'm sure the Sorento will prove no less adept. It helps enormously that I'm a big fan of Kia; its cars are some of the most accomplished that you can buy, as they're all great value, smart-looking, reliable and generally very good to drive. All these attributes apply to the new Sorento, which has already impressed in the twin test that we featured in issue 341. Admittedly the Kia was up against the Hyundai Santa Fe, to which it's closely related, so the victory was slim – but it was a victory nonetheless.

The car in our twin test was a range-topping Sorento KX-4 automatic, but for the next year or so we'll be running the model below, which we think is the sweet spot in the range. The KX-3 costs over £5,000 less, but you still get the sort of standard equipment that buyers of some Sorento rivals can only dream about. This includes items such as a heated steering wheel, xenon headlights, heated outer rear seats, a panoramic sunroof and a 10-speaker touchscreen multi-media system. If you're wondering what a range-topper could possibly offer over this, Kia has plenty more up its sleeve. The highlights of the KX-4 include 19-inch alloys (the KX-3 gets 18-inch wheels), an automated parking system, memory seats, rear cross traffic warning, blind spot detection, adaptive cruise control, and a 360-degree around-view monitor. While the last two of these certainly appeal, the premium you have to pay to go up a grade is a hefty one and the KX-3 is hardly spartan, which is why we think it's the one to go for.

> "...with a bit of luck we'll enjoy better fuel economy than the automatic gearbox car would provide.



What our car doesn't have is an automatic transmission or a tow bar. When I towed a hot air balloon to Italy a few years back in the then-







current Sorento, hitching a trailer to the back of the car showed up the relatively small engine for such a big car. So towing with the new model would have been rather informative I suspect, but we won't get the chance. The choice of transmission was deliberate though, as the automatic gearbox in the twin test car was a great unit and having already experienced it, I wanted to try the alternative. At first I thought I'd made a mistake as the sticky clutch action soon grated. But the car arrived with just 189 miles on the clock; by the time we'd got to 500 miles things had improved considerably, and with a bit of luck we'll enjoy better fuel economy than the automatic gearbox car would provide. On this note I'm impressed with the Sorento's parsimony. Performance is far from lacking and we've already made good use of it, yet we're getting around 35mpg – I thought we'd be doing well to average much over 30mpg considering the Kia's heft. Admittedly the official figure is 46.3mpg, and applying my standard rule of lopping off 20 per cent for real-world driving, that would leave us with 37mpg. I thought even this would be optimistic, but it seems we're not far off, and the engine has yet to breach the 1,000-mile barrier. Having already warmed to the car's spacious cabin, comfortable ride, generous equipment levels, and now its very reasonable fuel consumption, maybe the next year isn't going to be such a wrench after all.

Richard Dredge DC

WHAT'S **HOT**



With its 71-litre fuel tank, our Sorento has a real-world range of almost 600 miles, despite its size and surprisingly good performance.

WHAT'S **NOT**



The fuel gauge isn't very linear. We can do 200 miles with the needle barely moving, then it quickly starts to drop down the scale.

STANDARD EQUIPMENT:

18-inch alloy wheels with 235/60 R18 tyres with full-size spare wheel
40:20:40 split/fold second row rear seats
50:50 split/fold third row seats
Adaptive xenon headlights with cornering functionality and washers
Alarm system
Anti-lock brakes with electronic brake-force distribution and brake assist
Auto-dimming rear view mirror
Automatic headlights
Bluetooth mobile phone connectivity with audio streaming
Cruise control
DAB digital radio with CD player, eight-inch touch screen, ten-speakers, premium audio system, USB and auxiliary sockets, and steering wheel controls
Dual-zone climate control
Driver, passenger, side and head airbags with passenger side de-activation switch
Electric and heated mirrors with power folding
Electric driver's seat Electric tailgate
Electric windows front and rear
Electronic stability control Front fog lights
Front wiper de-icer
Heated seats front and rear
Heated steering wheel Hill start assist
ISOFIX child safety seat fasteners
Keyless entry and start
Lane departure warning system
Leather steering wheel and gear knob
Leather upholstery
LED daytime running lights
Panoramic sunroof with electric sunblind
Privacy glass Rain sensor
Rear parking sensors Reversing camera
Roof rails Satellite navigation
Self levelling suspension
Speed limit information system
Steering mode selector
Trailer stability control

OPTIONAL EXTRAS FITTED

None

Price when new £35,845
Price as tested £35,845
Colour Clear white
Made in Asan, South Korea
Configuration 5-door SUV, 7-seats, four-wheel-drive
Drivetrain 2199cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 6-speed manual
Power output 197bhp @ 3,800rpm
Maximum torque 325lb ft @ 1,750-2,750rpm
Top speed 124mph **0-62mph** 9.0secs
CO2 emissions (VED band) 161g/km (G)
Economy (Urban/Extra Urban/Combined) 37.2/53.3/46.3mpg
Economy (On test) 35.1mpg
Fuel tank size/range 71 litres/723 miles
Insurance Group 26
Company car BIK rate 30%
Size (Length/width without mirrors) 4,780/1,890mm
Boot space (7/5/2-seats) 142/605/1,662 litres
Kerb/maximum towing weight 1,932/2,500kg
Euro NCAP crash test rating ★★★★★
Arrived 9th October 2015
Mileage 934 litres
Costs None
Faults None



SUZUKI VITARA 1.6 DDiS SZ5 URBAN ALLGRIP

Suzuki's bright and visually bold Vitara promises to deliver value, practicality and refinement, while retaining the firm's rugged core values. Iain Dooley is the car's custodian for the next six months.

Good-bye safe and earnest Suzuki, hello extrovert maker of more lifestyle-focussed vehicles. If you've seen the firm's recent television spots for the all-new Vitara, you'll have noticed that the marketing department has turned the volume up just a bit. The extra noise, colour and production values signal a change in approach for both the company and its products. The Vitara's chunky styling and family hatch stance are all conscious attempts at mixing it with the 'crossover' big boys. And if you want to attract buyers deserting the traditional compact hatch, this Vitara is exactly the type of car Suzuki needs right now.

First impressions are good; this top-spec SZ5 is a handsome interpretation of the compact SUV genre. The bold Horizon Orange paint certainly helps, while the contrasting black roof adds a welcome upmarket touch. The modest application of chrome trim is easy on the eye and its kerb appeal is enhanced by its chiseled, Evoque-esque nose. The positive vibes continue inside, with the most notable change being the general uplift in cabin quality. Skoda Yeti buyers are unlikely to worry too much, but the upmarket plastics and upholstery make it much easier to justify the asking price than with previous iterations of the Vitara range. It's a big, welcome leap forward.



Reinforcing Suzuki's newfound bullish approach is the firm's generosity with the equipment. Predictably SZ5 specification gets you lots of toys, but you'd struggle to find the likes of adaptive cruise control, a radar-based collision warning and braking function, LED headlights, a fully featured infotainment system, plush suede seats, keyless entry and start, and a retractable panoramic roof on similarly priced rivals. I'm not sure about the oversized analogue clock, though. It's good to see that refinement levels are up inside the cabin and, so far, it's the same story from under the bonnet. Suzuki's now familiar 1.6-litre diesel unit is present here in 118bhp guise. Clatter when cold is minimal, and thankfully you can still hold a civilised conversation when accelerating hard.

While it might prove a challenge to emulate the quoted 67.2mpg combined figure, so far hitting the low 50s around town is easy. The engine's stop-start feature is unobtrusive once the engine's warmed up, and the car's manual gearshift is short and accurate. Selecting the right ratio for the conditions is proving more







of a skill that I need to perfect, though. First impressions are of a well-spaced half dozen gears, but you're punished for changing up early and expecting the engine's 236lb ft of torque to briskly pull you along. Holding that gear a fraction longer and treating sixth as a genuine overdrive ratio might sound counter intuitive, but according to the fuel computer, it's an approach that works. Here's hoping that more practice leads to less time stationary at the pumps.

And an SUV without all-wheel drive wouldn't be an SUV, right? Well, wrong if you look at current buying trends. Even 4x4 stalwart Suzuki offers a front-drive Vitara. Fortunately, if you need the extra traction you can have it in the form of a user switchable system. The CO_2 and tax hit is minimal and there's no doubt that the added peace of mind during the winter months will be worth the £1,800 price premium. My current tarmac-based journeys haven't taxed the car's all-wheel-drive system, but I fully expect rain-lashed roads, motorway crosswinds, and more than the occasional muddy track to result in miles of stress-free and safe motoring.

So far so refined, comfortable, easy on the eye and user friendly. The car's big infotainment screen is destined for a lot of prodding thanks to its many features, while I fully expect that upping the car's real world economy should get easier as the miles and familiarity increase. The new Vitara might be an SUV, but there's nothing 'utility' about it.

Iain Dooley

WHAT'S **HOT**



Once the preserve of premium cars, the Vitara's keyless entry and ignition is a welcome labour-saving inclusion.

WHAT'S **NOT**



In a car packed with clever kit and a hi-tech infotainment system, is a big, featureless analogue clock necessary?

STANDARD EQUIPMENT:

17-inch alloy wheels with 215/55 R17 tyres with tyre repair kit
60:40 split/fold rear seats
Adaptive cruise control
Alarm system
Anti-lock brakes with electronic brake-force distribution and brake assist
Automatic headlights and wipers
Autonomous emergency braking
Bluetooth mobile phone connectivity with audio streaming
Climate control
DAB digital radio, six-speakers, USB socket and steering wheel controls
Double panoramic sunroof
Driver, passenger, side, head and driver's knee airbags with passenger side de-activation switch
Climate control
Electric and heated mirrors with power folding
Electric windows front and rear
Electronic stability programme
Four-wheel-drive system with four modes
Front fog lights
Hill descent control
Hill hold control
ISOFIX child safety seat fasteners for the rear seats
Keyless entry and start
Leather steering wheel
LED daytime running lights
LED projector headlights
Navigation system Parking sensors front and rear
Privacy glass
Remote central locking
Reversing camera
Smartphone link
Speed limiter
Traction control
Tyre pressure monitoring system

OPTIONAL EXTRAS FITTED

Metallic paint with two-tone roof (£800)
Urban pack – chrome body side moulding, chrome foglight bezel, rear upper spoiler (£670)

Price when new £21,799
Price as tested £23,269
Colour Horizon Orange metallic with Cosmic Black Pearl metallic roof
Made in Esztergom, Hungary
Configuration 5-door SUV, 5-seats, four-wheel-drive
Drivetrain 1598cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 6-speed manual
Power output 118bhp @ 3,750rpm
Maximum torque 236lb ft @ 1,750rpm
Top speed 112mph **0-62mph** 12.4secs
CO2 emissions (VED band) 111g/km (C)
Economy (Urban/Extra Urban/Combined) 60.1/70.6/67.2mpg
Economy (On test) 51.3mpg
Fuel tank size/range 47 litres/695 miles
Insurance Group 17
Company car tax BIK rate 20%
Size (Length/width without mirrors) 4,175/1,775mm
Boot space (minimum/maximum) 375/1,160 litres
Kerb/maximum towing weight 1,295/1,500kg
Euro NCAP crash test rating ★★★★★
Arrived 5th October 2015
Mileage 6,938 miles
Costs None
Faults None



AUDI Q3 S LINE 2.0 TDI QUATTRO AUTOMATIC

With crossovers and SUVs the height of fashion, we welcome Audi's refreshed Q3 to the Diesel Car fleet. Mathew Wright is the lucky custodian.

As I wave goodbye to one medium-sized car with around 180bhp on tap, we welcome another, this time wearing a premium badge. While I'm not too fussed what genre of car that I drive, my wife Clare is particularly taken by the new breed of crossover vehicles, and the fact that it is wearing an Audi badge up front, makes it all the more appealing. For someone that isn't particularly interested in cars, and usually rolls her eyes when I begin talking about them, her main priorities are something that looks great, has a decent amount of power, and has a good badge nailed to the front.

For a crossover so compact, the list price is eye wateringly high at £33,425, but judging by the fact that 14,675 customers chose a Q3 to adorn their driveway last year, it would seem that the hefty cost isn't a barrier. Only the Range Rover Evoque outsold it in the premium compact crossover market with 18,723 registered, with Mercedes-Benz selling 3,951 examples of their newly launched GLA-Class, and BMW shifting 8,543 X1s. The much smaller MINI Countryman managed 14,169 registrations, while the three-door Paceman racked up a further 4,086. And this sector continues to grow, because in 2013, Audi sold 12,872 Q3s, while in 2012 just 7,360 cars were registered, its first full year on sale. 2015 is expected to break even more records, and growth is predicted for every year up to 2020.



If the base price of our Q3 seems sizeable, we couldn't resist ticking a few well chosen optional extras, including two bundled packs which are more cost effective than if you bought the items individually. For instance, the Comfort package advanced at £1,750 includes an automated parking system and reversing camera, cruise control, an auto-dimming rear view mirror and high beam assist for the headlights, as well as active lane assist and Audi side assist, which is a blind spot warning system. Separately they would cost £2,320, and by choosing the pack, you save £570. As a lover of all kinds of music, I just had to tick the box for the Bose surround system. There's a sub-woofer mounted under the boot floor to add extra bass, and 14 crystal clear speakers dotted all around the cabin. At £690 it isn't cheap, but the sound reproduction is first rate. Other options include the heated front seats that will be a real help over the cold months, and smart looking metallic Glacier white paintwork that will no doubt make it challenging to keep looking clean. All told, our







car's list priced was inflated by £5,385 due to optional extras, which come trade-in time we will see very little value from when the part-exchange value is calculated. We might have been better opting for the S line Plus model, that includes many of the options that we chose.

With a young family, I've come to appreciate the electric rear tailgate that opens at the touch of a button on the key fob. It's especially handy when you've got armfuls of shopping and you can open the boot from afar, so that once you reach it, the bags can be placed into the back and you can regain feeling in your fingers. I came to really appreciate the LED headlights on our last car, the Peugeot 308, and I'm ecstatic that my latest steed has them, too. With darkness descending early at this time of the year, it makes navigating home from work so much easier, especially as most of my route home, to avoid stop-start traffic, is along country lanes that are dimly lit. It means that I can avoid the many potholes and imperfections, keeping the 18-inch alloy wheels in pristine condition. And that brings me nicely onto my final thoughts this month. I had worried that the ride comfort would be harmed by the sizeable wheels, but my concerns are totally unfounded as the suspensions settings are well judged, delivering a relatively comfortable ride. While the setup still has a sportily firm edge, it isn't so hard that you'll need a visit to your chiropractor on a regular basis.

Mathew Wright DC

WHAT'S **HOT**



Amazingly grippy. The quattro all-wheel-drive system should come in handy in the winter months.

WHAT'S **NOT**



The boot is a little on the small size compared to its peers.

STANDARD EQUIPMENT

18-inch alloy wheels with 235/50 R18 tyres with space saver spare wheel
60:40 split/fold rear seats Alarm system
Anti-lock brakes with electronic brake-force distribution
Audi drive select Automatic headlights
Bluetooth mobile phone connectivity with audio streaming
DAB digital radio with CD player, 6.5-inch screen, 8-speakers, USB, two SD card readers and steering wheel controls
Dual-zone climate control
Driver, passenger and side airbags with passenger side de-activation switch
Electric and heated mirrors with power folding
Electric four-way seat lumbar adjustment
Electric handbrake Electric tailgate
Electric windows front and rear
Electronic stability programme Front fog lights
Half leather upholstery
ISOFIX child safety seat fasteners for front passenger seat and rear outer seats
Leather steering wheel and gear knob
LED daytime running lights
LED headlights with washers
LED rear lights Rain sensor
Rear parking sensors Remote central locking
Roof rails Traction control
Tyre pressure loss indicator Voice control

OPTIONAL EXTRAS FITTED

Bose surround sound with sub-woofer and 14-speakers (£690)
Comfort package advanced – Audi parking system advanced with reversing camera and park assist, cruise control, high beam assist, auto-dimming rear-view mirror, Audi side assist and active lane assist (£1,750)
Glacier white metallic paint (£550)
Heated front seats (£295)
LED interior light package (£245) Privacy glass (£360)
Technology package – Satellite navigation plus, mobile phone preparation, with Audi Connect and driver's information centre (£1,495)

Price when new £33,425 **Price as tested** £38,810
Colour Glacier white metallic **Made in** Martorell, Spain
Configuration 5-door SUV, 5-seats, four-wheel-drive
Drivetrain 1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission 6-speed twin-clutch automatic
Power output 181bhp @ 3,500-4,000rpm
Maximum torque 280lb ft @ 1,800-3,250rpm
Top speed 136mph **0-62mph** 7.9secs
CO2 emissions (VED band) 141g/km (F)
Economy (Urban/Extra Urban Combined) 43.5/60.1/52.3mpg
Economy (On test) 36.7mpg
Fuel tank size/range 64 litres/736 miles
Insurance Group 24
Company car tax BIK rate 26%
Size (Length/width without mirrors) 4,388/2,019mm
Boot space (7/5/2-seats) 420/1,325 litres
Kerb/maximum towing weight 1,625/2,000kg
Euro NCAP crash test rating ★★★★★
Arrived 18th September 2015 **Mileage** 2,134 litres
Costs None **Faults** None



FIRST DC REPORT

VOLVO V60 CROSS COUNTRY D3 LUX NAV AUTOMATIC

The newly launched Volvo V60 Cross Country is one of the newest additions to the Diesel Car fleet, and Phil Huff is the happy custodian.

Brown. It's not a colour that excites many people. It's the colour of UPS vans, armadillos and sticks, none of which are particularly exciting, unless you're a dog. It's also the colour of the Volvo V60 I've got the keys to for the next six months, a car that is ideally suited to life as a canine carrier thanks to the estate-like body and built in nets that keep the hound-hauling load area separated from the cabin.

This particular car was used on the UK launch of the Cross Country range, so a motley crew of motoring media has already done the running in for me (and no doubt more 'enthusiastically' than you or I might) so the first big run of its time at the House of Huff was unlikely to present any issues. Heading for Versailles for a short break, a 750 mile round journey, gave me plenty of time to see what the Cross Country offers over its regular V60 cousin.

Inside it's all exactly the same, which means there's a pleasingly premium-looking dashboard and plenty of space for adults up front. In Lux Nav spec there's no shortage of toys to play with, from DAB digital radio and navigation to voice control and heated seats. It hasn't stopped Volvo ticking the option boxes though, with a staggering £5,345 of options added to the £35,295 base price. Another addition is the eight-speed automatic gearbox, a smooth-shifting system that matches the D3 diesel engine perfectly.

The 2.0-litre turbocharged diesel engine is a development of Volvo's new line of excellent four-cylinder diesel units, retuned to deliver 148bhp, but promising to return an impressive 61.4mpg in optimum conditions. It's a remarkably refined unit, after it has warmed up a little; on a cold morning there's still that telltale diesel rattle of old, but once on the move it quietens down nicely and offers an almost pleasant rumble as acoustic accompaniment. Watching the instant economy readout makes you wince from time to time, especially when under more than just gentle power, but the cruising economy is perfectly acceptable. Over 800 miles, 43.2mpg might not be much to shout about, but there were many miles of French motorways at far higher speeds than you might achieve on the M1. Since returning to the UK, the fuel economy figure appears to be on an upward trend, which is reassuring. Unusually, the on-board computer's estimation of the fuel economy figures is almost on the button.

Flicking on the optional adaptive cruise control and relaxing in the optional heated seat, the Volvo becomes an oasis of calm. The seats are amongst the best in the industry, and the slightly elevated suspension that comes with the Cross Country theme provides a smoother ride than the standard estate. It leaves a fair degree of body roll in the corners, but no Volvo estate this side of the 850 used in the British Touring Car Championship is really intended for enthusiastic driving. It is a tad disappointing that so much safety equipment is optional though, especially considering Volvo's reputation. My car includes pedestrian







Price when new £35,295
Price as tested £40,640
Colour Rich Java metallic
Made in Torslanda, Sweden
Configuration 5-door estate, 5-seats, front-wheel-drive
Drivetrain 1969cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 8-speed automatic
Power output 148bhp @ 4,250rpm
Maximum torque 258lb ft @ 1,500-2,500rpm
Top speed 127mph **0-62mph** 9.1secs
CO_2 emissions (VED band) 120g/km (C)
Economy (Urban/Extra Urban/Combined) 53.3/67.3/61.4mpg
Economy (On test) 43.4mpg
Fuel tank size/range 68 litres/912 miles
Insurance Group 28
Company car tax BIK rate 22%
Size (Length/width without mirrors) 4,635/2,097mm
Boot space (minimum/maximum) 430/1,241 litres
Kerb/maximum towing weight 1,664/1,800kg
Euro NCAP crash test rating ★★★★★ (pre-facelift tested)
Arrived 14th September 2015
Mileage 2,532 miles
Costs None **Faults** None



detection, automatic emergency braking, lane keeping assistance, driver alert control and active main beam, all of which adds a hefty £1,900 to the price.

Despite that, the first few weeks of Volvo 'ownership' have been a joy. There's not been a single rattle, loose bit of trim or software failure, although if anybody can figure out how to get the tyre pressure monitoring system activated, then they're a better person than me. Never have I ever thought I'd be happy with a brown, sorry Rich Java, Volvo estate, but the V60 Cross Country is turning me in to a new man. Embrace the comfort, revel in its brilliance.

Phil Huff

WHAT'S **HOT**



Having the blind spot indicators inside the car rather than mounted in the mirrors makes them so much more visible.

WHAT'S **NOT**



The headlights can be left on fully automatic mode, as can lane keeping assist and blind spot warnings, but the wipers can't.



STANDARD EQUIPMENT:

18-inch alloy wheels with 235/50 R18 tyres with tyre repair kit
40:20:40 split/fold rear seats
Active xenon headlights with washers Alarm system
Anti-lock brakes with brake assist
Automatic headlights
Autonomous emergency braking
Bluetooth mobile phone connectivity with audio streaming
Cruise control
DAB digital radio with CD/DVD player, hard disk, seven-inch screen, eight-speakers, premium audio system, USB socket, voice control, and steering wheel controls
Driver, passenger, side and head airbags with passenger side de-activation switch
Dual-zone climate control
Dynamic stability control
Electric and heated mirrors with power folding
Electric driver's seat
Electric park brake
Electric windows front and rear
Frameless auto-dimming rear view mirror
Hill start assist
ISOFIX child safety seat fasteners for the rear seats
Leather steering wheel Leather upholstery
LED daytime running lights
Memory function for seats and mirrors
Navigation system Rain sensor
Rear parking sensors Remote central locking
Roof rails Speed limiter TFT instrument cluster
Traction control Tyre pressure monitoring system

OPTIONAL EXTRAS FITTED

Driver support pack – Adaptive cruise control and distance alert, blind spot information system with cross traffic alert, collision warning with full auto brake, driver alert control with active high beam, lane departure warning, lane keeping aid, pedestrian and cyclist detection, queue assist, road sign information display (£1,900)
Family pack – Integrated two-stage booster cushions x2, power child locks for rear doors (£295)
Gear shift paddles (£150)
Keyless drive (includes keyless entry and start) with Personal Car Communicator (£550)
Metallic paint (£625)
Power glass tilt and slide sunroof (£850)
Tempa spare wheel and jack (£150)
Volvo On Call with App – Additional slot for data SIM, emergency and breakdown call functions, remote door unlocking, stolen vehicle tracking, three-year safety and security package, vehicle dashboard monitor (£450)
Winter pack with active bending lights – Heated front seats, heated front windscreen and heated washer nozzles (£375)



SECOND REPORT 775

RENAULT CAPTUR DYNAMIQUE NAV dCi 110

OMG as the kids might say - the unthinkable has happened! Whilst I could hardly contain my excitement at receiving delivery of my Renault Captur, no sooner had I taken possession of it, a dreadful incident occurred. There I was happily driving up to Solihull along a congested M42 to interview a Jaguar Land Rover executive when 'wallop', I was hit from behind. It wasn't exactly a shock to me as I was watching the following driver in my rear-view mirror, and knew he hadn't noticed that the line of cars in front of him had stopped. I was able to watch the expression on his face as he desperately tried to brake, but his actions were too little, too late.

Since that fateful day, the thought of whether I could have done anything to prevent the accident has been running through my mind. Someone said I should have blasted my horn, as that always makes people brake and pay attention. Others suggested that I should have taken my foot off the brake pedal to lessen the impact. Instead, I watched the incident play out like it was on television, watching it unfold in the rear view mirror, sitting tight and waiting for the bang. Thankfully the damage was relatively minor, but our newly registered Captur still needed a new rear bumper and a few parking sensors. It meant that I had almost a month apart from 'my new car!'

The Captur is now back in my possession and so there hasn't been an enormous number of miles added to the tally this month. My Captur is fitted with a really willing 109bhp 1.5-litre dCi unit, delivering all the power that you could ever need. Whether that's dealing with day-to-day city hustle and bustle, or stretching its legs out on the open road, there are never any occasions when it feels out of its depth. And that comes in handy in the tractor-laden Welsh countryside when you need extra zip to be able to dart around slow moving traffic. There are some downsides to this Renault, and in common with some other models in the range, it comes with a plastic keycard instead of a traditional key. It's driving me bonkers, and it should, in theory, be much more handy and possible to slip into a purse or wallet. But it is too bulky for that. All it does is make the purse bulge, and then it won't close properly. Of course I can attach it to my house keys, but that makes it all even more bulky and impractical. And if I decide to just drop it into my handbag when I get out of the car, when I come to drive the car again, I'm then playing a game of hunt the keycard. But that's a relatively minor complaint all told, and I'm enjoying having the Captur back at home with me. Fingers crossed there will be no more dramas to report over the coming months.

Maxine Ashford DC



Arrived 20th August 2015
Mileage 775 miles
Fuel consumption 76.4mpg (official combined)
61.7mpg (on test)
Costs None
Faults None

WHAT'S HOT



The sprightly engine that delivers all the oomph that is needed.

WHAT'S NOT



The impractical keycard that bulges in a purse and gets lost in a handbag.



FIFTH REPORT 11120

SKODA FABIA SE L 1.4 TDI AUTOMATIC

Arrived 25th June 2015
Mileage 11,120 miles
Fuel consumption 74.3mpg (official combined) 54.2mpg (on test)
Costs None
Faults Infotainment system is temperamental (now solved), and DSG automatic transmission sometimes stalls the engine.

The Fabia had its first noticeable admirer this month, whilst stuck close to the front of a total standstill traffic jam where a car and caravan had overturned. It was the kind of jam where people were out of their cars, stretching their legs and checking out what was going on at the scene of the incident. I was stood leaning against the front wing of the Fabia, desperately trying to phone and explain to my appointment the reason for my lateness – and for once I had a genuine excuse, at the expense of an unfortunate caravan owner. Then all of a sudden I heard a voice. Looking around for the source, I found a man in the back of a Vauxhall Vectra stopped next to me, "that's well smart, that car". Somewhat shocked as it was the first time a comment had been made about my Skoda, it was a good job I was leaning against the car. Thanking the gent for his comments, he got out the car, stood up, raised a can of lager in his hand and promptly fell backwards into his car. Oh well, a like is a like and I'll take that 'well smart' comment as a compliment. He really did like the Skoda, I think, as he gave an animated 'thumbs up' out of the window when we got going again, as they sped ahead overtaking the Fabia.

But I had my own little appreciation club for this little Skoda this month, because of what should have been a two and a half hour drive ending up becoming a near four hour journey thanks to our 'unique' motorway network. Once again, a total standstill on the motorway gave me a little reflection time, looking around at my fellow traffic jam neighbours in their cars, and I found it hard not to note just how cheesed off they appeared. Alright they may have been stuck in yet another queue when they just wanted to be at home, however, I couldn't quite help note how different the overall mood was in my Fabia. Maybe it was the great ambience, or perhaps it was the chocolate milkshake, a large pack of M&S' finest onion rings, and a comfortable driver's seat with positioning that is spot-on. It could even have been the climate control system that was set to a perfect temperature, or the cracking sound system which is now behaving perfectly, allowing me to stream my music and podcasts through the Bluetooth connectivity, and flick between the DAB digital radio stations. But I suspect it could have been the luxury of the panoramic glass sunroof fitted to our Fabia that allows the sun to shine through, warming me up nicely. It was certainly the icing on the cake that made the time spent at rest quite bearable. All of these things are much more important than how fast the car can lap the Nürburgring race circuit in Germany, how much under or oversteer there is, and whether you can get the back out when cornering. You're alright little Fabia, I know which set-up I prefer, and that's the comfortable, spongy suspension set-up that's more rewarding in everyday motoring.

Simon Thompson DC



WHAT'S HOT



Hooks in the boot to hold some bags. Why doesn't every car have these?

WHAT'S NOT



The design for the rear window line looks really cool from the outside, but open the door, and it doesn't look quite as well resolved.



FIFTH REPORT 5063

PEUGEOT 308 GT BLUEHDi 180 AUTOMATIC

As the owner of an elderly Peugeot 206, I was particularly pleased when the keys of the 308 GT were handed over to me, for it seemed the ultimate means to test how the company has improved its cars in the last 15 years or so. The 308 GT is, of course, a very different animal to my old 206, and with 178bhp available from the 2.0-litre BlueHDi unit, it's a potent motor. Without wishing to repeat what its last custodian has been saying about it for the last few months, I certainly have to concur, for it's hard to reconcile the relatively rapid performance (8.4 seconds to 62mph) with the amazingly comfortable ride.

Regular readers will possibly know by now that my preferred transmission is a manual 'box, and that's just as much down to control over gearchange points as it is to the higher mpg figures that a manual gearbox tends to deliver. Well I haven't changed, but with six speeds I have to say that the automatic gearbox on this 308 GT is pretty good, with changes that are subtle, if not totally imperceptible, and fairly impressive fuel economy. This GT is fitted with stop-start technology as standard, and it works brilliantly well. Cars with automatic transmission tend to be less successful with their stop-start systems than manual motors, but the 308 not only does it reliably, but consistently too, even in the first minute of running (unusually the operating indicator is a small green 'ECO' logo on the rev counter). If you're used to stop-start systems, you'll understand the benefits, but this Peugeot has a different way of working compared to most systems, and that's the start mechanism which uses the alternator rather than starter motor, thus speeding the process and making it virtually vibration free. There's also no need for a beefed-up starter motor, which cars that use other systems must have.

On the minus side, I'm not a fan of the heating and ventilation controls. These are part of Peugeot's i-Cockpit system apparently, and require you to press one of two areas on the touch screen to obtain the heating and ventilation page. You can then touch and hold a '-' or '+' button to lower or raise the temperature (individually set for each side). Once that's achieved, a further press of one of the outer icons (or a fifteen second wait), should get you back to where you started. Bear in mind that you've probably now been watching the screen intermittently for three or four seconds simply in order to raise the cabin temperature a degree or two. To me that seems at best inefficient, and at worst possibly dangerous. Perhaps Peugeot might consider employing a separate knob in the next model – easy to twiddle, and most importantly, safe.

Peter Cracknell



Arrived 16th June 2015
Mileage 5,063 miles
Fuel consumption 70.6mpg (official combined)
47.9mpg (on test)
Costs None
Faults None

WHAT'S HOT



Stop-start technology works superbly.

WHAT'S NOT



The screen based heating controls are awkward and long-winded.



FIFTH REPORT 6998

CITROËN C4 CACTUS FEEL BLUEHDi 100 (AIRDREAM PACK)

I've just returned from France, where I was testing the new DS 4 and DS 4 Crossback. You can read the thoughts of our esteemed editor in last month's issue of the magazine. But having driven back from the airport in 'my' Citroën C4 Cactus, I'm convinced that it feels more special than anything the DS brand is currently offering. Allow me to explain.

Don't get me wrong, I'm excited about the future of DS Automobiles. A premium-led French brand to tackle the Germans head on puts me in mind of past greats such as Renault's Clio and 25 Baccara models. I'm clearly showing my age here. There's enough evidence in the new DS 4 to suggest the future is very bright for DS. But no amount of hand-stitched leather, LED lights, or fancy lifestyle-led imagery can match the brilliance of the C4 Cactus. Sure, the interior is built to a budget, but then the C4 Cactus wasn't designed to be a premium car. Crucially, Citroën has ensured the touch-points feel special. The strap-like grab handles, the flat-bottomed steering wheel, the door handles, the suitcase-inspired glovebox, and the lounge-style seats draw your attention far more than the cheaper plastics elsewhere in the cabin. You never feel short-changed in the Cactus. In fact, I look forward to every single journey, even early morning or late night blasts to and from the airport. I'm now in month five with the car and the novelty is showing no signs of wearing off. Listen out for wedding bells in the next issue…

Not that the C4 Cactus is perfect. The darker evenings have exposed the issue of not having an interior light for rear seat passengers. And, as in the case of the Grand C4 Picasso, a couple of people have commented on the lack of a vanity mirror on the passenger side sun visor. I also don't like the way the media system automatically attempts to play music when you use the USB port. More often than not you plug in to charge up your phone, not to switch from listening to the radio. Minor niggles, I grant you, but worth mentioning all the same. I also find it interesting that the boot release button on the key fob does little more than unlock the boot, rather than open it. Surely it would make life easier if it opened the boot ever so slightly?

One ongoing issue that I've failed to mention before concerns the cruise control. When driving up and down slight hills, the C4 Cactus does a fine impression of a kangaroo, as the engine stutters. It's as though the engine and cruise control system aren't working in perfect harmony. I'd be keen to hear from other C4 Cactus owners to see if they are experiencing a similar issue. On the plus side, the fuel economy continues to improve and the European adventure has certainly resulted in perkier performance. And having experienced the DS 4, in which the rear windows are completely fixed, the lack of wind-down windows in the back of the C4 Cactus no longer feels like such an issue. I'm not looking forward to giving this car back, so I'm naturally delighted with the news that my custody of the Cactus has been extended until the spring. The love affair continues...

Gavin Braithwaite-Smith



Arrived 4th June 2015
Mileage 6,998 miles
Fuel consumption 91.1mpg (official combined)
58.2mpg (on test)
Costs None
Faults None

WHAT'S HOT



The interior feels very special, perhaps more so than that in the new DS 4.

WHAT'S NOT



Dirt! The change in the seasons has left the Cactus looking like an authentic compact SUV.



FIFTH REPORT 4256

FORD MONDEO ESTATE TITANIUM 2.0 TDCi AUTOMATIC

With the days getting shorter and the darkness arriving earlier, it's all taking its toll on the fuel economy. Colder temperatures means it takes longer for the engine to warm through, and I can't deny that I've been making more use of the heated seats over the past few weeks. But I have to say that I'm pleasantly surprised that the fuel economy figure hasn't dropped even more, with just a 1.6mpg reduction in the recorded figures over the past month. Mind you, we're yet to have our first frost, which usually means sitting for a few moments with the engine ticking over while you wait for the ventilation system to produce some warm air. Our car is fitted with that ingenious device that Ford created 30 years ago, the 'Quickclear' heated front windscreen that was first revealed on the 1985 Granada. Nowadays with the patent expired, more car manufacturers are offering a similar system, but it was Uncle Henry's engineers that came up with the idea first!

This month Ford has answered a couple of my criticisms concerning the standard equipment on the Mondeo Titanium, though like everything in life, there's no such thing as a free lunch. Prices have increased by £750 and parking sensors, both front and rear, are now standard equipment. At the same time, 18-inch alloy wheels are now fitted – up from 17-inch – solving my concerns about the car looking underwheeled. To have bought those options separately before, it would have cost Mondeo owners £950, so at least Ford hasn't passed on all of the additional cost. Both of these items make ownership more pleasing, and having driven a Mondeo with those 18-inch wheels at the car's international launch last year, I'm pleased to be able to report that the extra inch in diameter doesn't affect ride quality at all. Ford seems to have really got a handle on its suspension settings with big wheels, and no longer should you worry about them ruining the ride quality like it did when the first previous generation Mondeos hit the roads back in 2007.

With the country plunged into darkness by late afternoon, the headlights become even more important on the commute home. By opting for the £2,000 Titanium X pack, you get superb full-LED adaptive headlights that do a brilliant job of lighting the way ahead. The cornering functionality is particularly handy on a sharp left hand bend just a few hundred metres from my house where, more often than not, cars coming the other way cut the corner and it's then a few moments of panic to avoid an incident. With the lights of the Mondeo virtually shining around the corner, other drivers get early warning of our arrival. I now find it a pain when I drive other cars that don't come with LED or bi-Xenon technology, as their headlight effectiveness often seems akin to an Ever Ready torch from the 1980s with the battery starting to run out.



Ian Robertson DC

Arrived 13th May 2015
Mileage 4,256 miles
Fuel consumption 57.7mpg (official combined)
42.6mpg (on test)
Costs None
Faults None

WHAT'S HOT



As well as being a decent size, the glovebox has dual levels, with other handy compartments to store items.

WHAT'S NOT



The air vents in the centre console feel a little on the flimsy side, and aren't as sturdily built as the rest of the cabin.

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InCar	0151 228 4000	jayincar@aol.com	www.incarpower.com	Liverpool
Smart Performance	0333 772 0715	info@smartperformance-group.co.uk	www.smartperformance-group.co.uk	South Derby
Viezu	01789 774444	info@viezu.com	www.viezu.com	Midlands
Infinity Performance Ltd	01732 523445	maps@infinityperformance.co.uk	www.infinityperformance.co.uk	Tunbridge Wells
Premier Vehicle Tuning	07801 922054	info@premiertuning.co.uk	www.premiervehicletuning.co.uk	Hull
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FINAL DC REPORT

TOYOTA VERSO EXCEL 1.6 D-4D

It only seems like yesterday that the Toyota Verso first arrived outside Simon Hacker's house, but it's time for it now to depart from the Diesel Car fleet.

Enjoy yourself, as Herb Magidson wrote in 1949, it's later than you think. I'd anticipated having a wee bit longer than our standard six-month span of time for testing our Verso, but the imminent materialisation of a new chassis for scrutiny means we'll be finishing our tenure chez Toyota in this Christmas issue, bang on the official date for ending the trial. The big question, therefore, is whether this departure is a case of good riddance or a house devoid of dry eyes.

Let's look at the pluses first. One: this is a mould-breaker for Toyota. I can't help thinking that against the sassy likes of Mazda's 5 and Ford's S-MAX, the Verso has heretofore shambled in at the back of the MPV party like an unloved frump. No more. What we have here is a stylish and dynamic looking creation that ensures you don't have to hang your head in shame in the after-kids-party car park. The old Corolla Verso was about as sexy as a Bendix automatic; this one has enough sculpted lines and keen edges to ensure a message that's contemporary – not a game-changer, but a chic car, nonetheless.



I'd happily carry on indefinitely testing a model that delivers seven-seat motoring within such a succinct, sporty outline. So for that alone, welcome to the trend, Toyota.

Plus number two? Driveability. For sheer thrills and seat-of-pants hugging drama… well no, you aren't going to be choosing this over some key rivals, but you will nonetheless be pleasantly surprised by the 1.6-litre have-a-go hero under the Verso's bonnet. It needs stern instruction if you seek press-on performance, but it is a dependable, stalwart unit for everything else. It's quiet, smooth, wedded to a gearbox that works credibly (defying my initial expectation that an auto set-up would make more sense) and – a killer point, mind you – it does all this without kicking you in the wallet. More than 43 miles per gallon is a soft target here (generally, that's about ten miles per gallon more than users tend to achieve in a petrol option). It's also a resilient figure: you'd have to drive it like you forgot to turn off the bath taps to force it down into the thirties. Whatever your driving style, you'll discover this is a well-planted, compliant machine on twistier tarmac, delivering a good grasp of the road through the wheel and pulling off a convincing act as a five-seat hatch.

Number three is price. For the outlay,







this Excel trimmed model is a pretty plush prospect. My children believe anything bereft of twin rear-seat DVD entertainment systems is a human rights issue, but they had no real cause for complaint here. You can even shove their seats further aft with minimal grunt (one of a multitude of storage configurations), which is, of course, brilliant news for any frazzled parent.

And so to the warts. The centrally set binnacle for main instrument readouts answers a design question I, for one, never asked. Data such as temperature and the time of day, along with mpg, is all layered and only accessed via lots of toggling (memo to Toyota: why?). The third row of seats are, all said, not for adolescents, even if they unreservedly deserve torture. But that's about all, to be fair, we found. On balance, there's no killer complaint that crushes any argument for not having a long and hard look at the Verso.

And over all of these considerations, there's one guiding point: this is a Toyota. Okay, before the USA went to war on VW, Toyota absorbed its own set of disasters, but cut deep into the value of the badge and you find a brand that bleeds solid, long-lasting reliability. Everything I experienced in six months pilotage of this car underscores that, though the closing credits must also nod to a cameo performance from BMW. After all, they supplied the engine.

Simon Hacker DF

WHAT'S **HOT**



Six months of familarity didn't blunt the Verso's impact as a good-looking, neatly proportioned MPV.

WHAT'S **NOT**



Checking the time should be a matter of a glance, not a toggle into layers of data.

STANDARD EQUIPMENT

17-inch alloy wheels with 205/55/R17 tyres and space saver spare wheel
Anti-lock brakes with electronic brake-force distribution
Auto-dimming rear view mirror
Automatic headlights
Bluetooth mobile phone connectivity
Climate control Cruise control
DAB digital radio with USB and auxiliary sockets, six-speakers and steering wheel controls
Driver, passenger, side, head and driver's knee airbags with passenger side de-activation switch
Electric and heated mirrors with power folding
Electric windows front and rear
Front fog lights
High-intensity discharge (HID) headlights with washers
Hill start assist
ISOFIX child safety seat fasteners
Keyless entry and start
Leather steering wheel and gear knob
LED daytime running lights Navigation system
Partial leather upholstery Rain sensor
Rear privacy glass Remote central locking
Reversing camera Roof rails
Thatcham category one alarm system
Traction control Vehicle stability control

OPTIONAL EXTRAS FITTED

None



Price when new £24,495
Price as tested £24,495
Colour Pure white
Made in Sakarya, Turkey
Configuration 5-door MPV, 7-seats, front-wheel-drive
Drivetrain 1598cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 6-speed manual
Power output 110bhp @ 3,600rpm
Maximum torque 199lb ft @ 1,600-2,400rpm
Top speed 112mph
0-62mph 12.7 secs
CO_2 emissions (VED band) 119g/km (C)
Economy (Urban/Extra Urban Combined) 53.3/68.9/62.8mpg
Economy (On test) 44.1mpg
Fuel tank size/range 55 litres/760 miles
Insurance Group 14
Company car tax BIK rate 21%
Size (Length/width without mirrors) 4,460/1,790mm
Boot space (7/5/2-seats) 114/699/1,655 litres
Kerb/maximum towing weight 1,540/1,300kg
EEuro NCAP crash test rating ★★★★★ (pre-facelift tested)
Arrived 7th May 2015 **Mileage** 4,350 miles
Costs None **Faults** None



FINAL DC REPORT

SEAT LEON X-PERIENCE SE TECHNOLOGY 2.0 TDI AUTOMATIC

It's time to bid farewell to our resident 4x4 estate car. Sue Baker reflects on a busy half year with the rugged SEAT, and is really sorry to see it depart.

Where has this year gone? It seems like only a few weeks ago since the Leon X-PERIENCE arrived outside the office door, and I took eager custody of the keys. I instantly warmed to the mildly pumped-up 4x4 Leon when I first drove it at the UK launch back in the spring, and relished prolonged experience of the hunky Spaniard as an everyday companion. Now the months have flown under the wheels and the days are ticking down to when our beefy bronze estate will return whence it came, back to the Milton Keynes headquarters of SEAT UK.

It's been a very happy partnership. It is a car that just fits so well with my own can-do inclination to grab life by the… well, let's just say, bull's horns. We both share a zest for activity. The word 'lifestyle' is so over-used these days that I hesitate to pin such an omni-present label on the Leon, but it warrants it more than most. It's an automotive interpretation of 'smart-casual'. It is a family/business/leisure blend of whatever you want it to be. I have really enjoyed the way that it is so brilliantly practical for family life, has chic styling for smart business use, and is a versatile kit-swallower for weekend leisure activities.



Over the months, the X-PERIENCE has been my willing load-lugger up and down the country, with trips to the Cotswolds, Merseyside, and across to coastal Somerset where my son and daughter-in-law now live. They are modernising an 18th century cottage as a family home, and so the Leon's 1,470 litres of load space has been called into use as a delivery wagon between south London and the West Country. Then during the summer months the SEAT was on almost permanent collection duty for the charity stand I organised at the Beaulieu Autojumble. Gathering items for this fund-raising effort involved carrier bag-loads, bulging cardboard boxes and over-filled plastic cartons being handed to me on almost every work-related event I went to through the summer. With a different car, it might have been a problem to cope with all the bulk, but the Leon X-PERIENCE was perfect for the task, just brilliant. On one trip, it swallowed the contents of someone's garage with the appetite of an elephant. Stuff just kept on going in.

In between these workhorse trips, the SEAT's daily duty as a family car has been aided by a handy feature that I'm really glad was a ticked item on the options list. The £155 divider net has proved to be a boon, and has certainly earned its keep. It has been useful to have in place as a buffer between the back seats and the boot when the latter has been loaded above window height. That's when a secure, heavy-duty, full-width net is a bit of extra security to stop cargo from hurtling forward in an emergency stop. At







other times it has done service as a dog-guard, keeping Bentley, the family Pointer, secure in his zone in the boot.

From summer into autumn, the lug-it-all Leon has been such a good all-rounder, perkily satisfying to drive, sure-footed and moderate in its thirst for supping at the black pump. I'm rather sorry, though, that it is now departing at a time of year when a car like this acquires an even keener relevance. Winter is when it's reassuring to know that although your car runs in front-wheel-drive mode most of the time, up to half of the available power is automatically diverted to the rear wheels as and when circumstances demand it. During the summer, that has been called into play mostly to keep the car progressing nicely along muddy tracks in rural Somerset. In winter it would be nice to have when conditions turn slippery and all-wheel traction becomes handy. Having an extra 28 millimetres of ground clearance over the standard Leon could be useful too if the hard winter that has been predicted really starts to bite, and there are significant snow falls. Ah well, someone else will be enjoying the surface-savvy Leon by then.

What will I miss most about the X-PERIENCE? Its all-round chumminess. It's like a capable good friend that is always there for you, ready to deal with whatever life, and the British climate, throws at you. The Leon and I have had some great experiences together. The family love it too. We're all very sorry to see it go.

Sue Baker DC

WHAT'S **HOT**



The sheer practicality of an estate car, with a long load space that lets you carry just about anything you might want to take from A-to-B.

WHAT'S **NOT**



Parting with a versatile, practical, four-wheel-drive car with its Haldex system, just when winter is arriving. The extra peace of mind would be so handy.

STANDARD EQUIPMENT

18-inch alloy wheels with 225/45/R18 tyres and space-saver spare wheel
60/40 split/fold rear seats
Alarm system
Anti-lock brakes with brake assist
Auto-dimming rear view mirror
Automatic headlights and wipers
Automatic post-collision braking system
Cruise control
DAB digital radio with 8-speakers, 5.8-inch touchscreen, iPod socket and steering wheel controls
Drive profile selector
Driver, passenger, side, head and driver's knee airbags with front passenger de-activation switch
Dual-zone climate control
Electric and heated mirrors with power folding
Electric windows front and rear
Electronic differential lock system
Electronic stability control and traction control
Front fog lights
Full-LED headlights with daytime running lights
Hill hold control
Isofix child safety seat fasteners for rear outer seats
Leather/Alcantara upholstery
Leather steering wheel and gear knob
Navigation system
Rear parking sensors
Rear privacy glass
Remote central locking
Roof rails
Steering wheel mounted paddleshifts
Tyre pressure monitors

OPTIONAL EXTRAS FITTED

Adaptive cruise control with front assist (£505)
Divider net (£155)
Metallic paint (£530)
Rear side airbags (£300)
SEAT sound system (£255)

Price when new £28,870
Price as tested £30,615
Colour Technic grey metallic
Made in Martorell, Spain
Configuration 5-door estate, 5-seats, four-wheel-drive
Drivetrain 1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission 6-speed twin-clutch automatic
Power output 181bhp @ 3,500-4,000rpm
Maximum torque 280lb ft @ 1,750-3,250rpm
Top speed 137mph
0-62mph 7.1secs
CO2 emissions (VED band) 129g/km (D)
Economy (Urban/Extra Urban Combined) 50.4/62.8/57.6mpg
Economy (On test) 45.3mpg
Fuel tank size/range 55 litres/697 miles
Insurance Group 23
Company car tax BIK rate 23%
Size (Length/width with mirrors) 4,543/1,975mm
Boot space (minimum/maximum) 587/1,470 litres
Kerb/maximum towing weight 1,529/2,000kg
Euro NCAP crash test rating ★★★★★ (hatchback tested)
Arrived 1st April 2015
Mileage 6,655 miles
Costs None
Faults None

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CHRISTMAS CHEERS WITHOUT TEARS

Christmas is upon us once again, and for most it's a welcome chance to wind down and have a jolly time with family and friends, eating, drinking and making merry. Not too merry, though, if you know you have to drive somewhere soon afterwards. Christmas can be a bit of a minefield for those who enjoy a glass or two of something alcoholic, but have to be ever mindful of those car keys temporarily parked in a pocket or bag during the festivities. But none of us would want to remember this Christmas for all the wrong reasons – as the time when a roadside encounter with the cops led to a few unhappy hours in a police station, a New Year trip to court, and some enforced time away from the driving seat.

Inevitably, the police always run a Christmas drink-drive campaign to catch chancers who think they can take the wheel after drinking and get away with it. It just isn't worth the risk. It's a very sobering thought that 70,000 people a year are caught drink-driving in the UK, and the minimum penalty is a year's driving ban. Research has shown that just over half of all drivers surveyed are ignorant of the possibility that they could still be over the limit the next morning, following a drinking session the night before. Some 17,000 morning-after convictions annually are a rude awakening for those who wrongly thought they were alright to get behind the wheel.

Alcohol and driving are not a good mix, we all know that. It's an unavoidable fact that the risk of having an accident rises exponentially with the amount of alcohol in a person's blood. Blood-alcohol concentrations (BAC) above 0.05 per cent – the legal limit in Scotland and across most of Europe – increase the accident risk, and at 0.08 per cent – the current legal limit in England, Wales and Northern Ireland – it is at the start of a steep upwards curve.

It is interesting to look at a map of Europe showing what legally-permitted blood-alcohol limits apply. In Scandinavia and across much of Eastern Europe, the limit is 0.02 per cent, meaning that even one drink could risk being over the limit. In Russia and a few other countries towards the east, it is 0.03 per cent, still very low. Most of Western Europe, though, including Scotland, imposes a limit of 0.05 per cent – the limit at which it is broadly accepted that a person's driving is probably not going to be hazardously impaired. Even so, at that level the risk of having an accident is statistically almost twice as high as someone with no alcohol whatsoever in their system. The UK – Scotland excepted – has a more generous limit of 0.08 per cent. For now, anyway. Many safety campaigners would like to see it reduced, and brought in line with Scotland, Ireland, France, Germany, Belgium, Netherlands, Italy, Spain and most of our other European near-neighbours.

In a perfect world, anyone who drives should do so with zero alcohol inside them. Realistically, though, there are times when you may have had a drink and need to drive, but want to do so only if you know you are safely under the limit. So having your own personal breathalys able to check that you are legally alri behind the wheel makes sense.

It is already possible to buy singl breathalysers via Halfords. Now the also just become available through T service stations, supplied by Kent-b AlcoDigital. Said to be the UK's larg specialist retailer of digital alcohol d it is run by businessman Chris Deith helped us to set up this comparativ company specialises in fuel cell bre claimed to be the most accurate.

Portable breathalysers tend to be of two types, either using semi-con technology, or fuel cell. The former pretty reasonable accuracy, as we d in a group test of breathalysers this last year, and they are mostly more priced. Fuel cell breathalysers are kn for greater accuracy – the police use them exclusively – but are also more expensive.

We could have had a lot of fun on a jolly night out, enjoying a few drinks and then breath testing the Diesel Car team. But we didn't – we were all too busy producing this issue of the magazine. Instead we did our test much more scientifically, using a RepCo certified wet bath calibrator, which is the equipment the police use to test their own roadside breathalysers and ensure their accuracy. This device simulates body temperature, and uses an ethanol and water mixture to create vapour, which is pressurised to the same density as human breath.

AlcoDigital Platinum

Price £179.95
Notable for Having the option of replaceable cartridge (£31) for ongoing accuracy
Design Small, neat, 57x45m, blow-tube attaches to side, screen says when to blow
Ease of use Very. Compact size, clear on-screen read-out. Good for 500 tests a year
Accuracy Very good, reliably accurate and updatable to maintain efficiency
Verdict A very good breathalyser. Quite pricey, but reasonable value
Score ★★★★½

Alcohoot Smartphone

Price £99.95
Notable for Attaches to a mobile phone, read-out via phone app
Design Small and neat, pocket-friendly, 51x13mm, vibrates when ready
Ease of us The most conveniently-sized, attaches to your phone, download an app
Accuracy Good. Within acceptable margins Not blow-across like some phone-use devices, uses detachable mouthpiece so more trustworthy
Verdict The handiest small breathalyser to carry in your pocket, and not too dear
Score ★★★★★



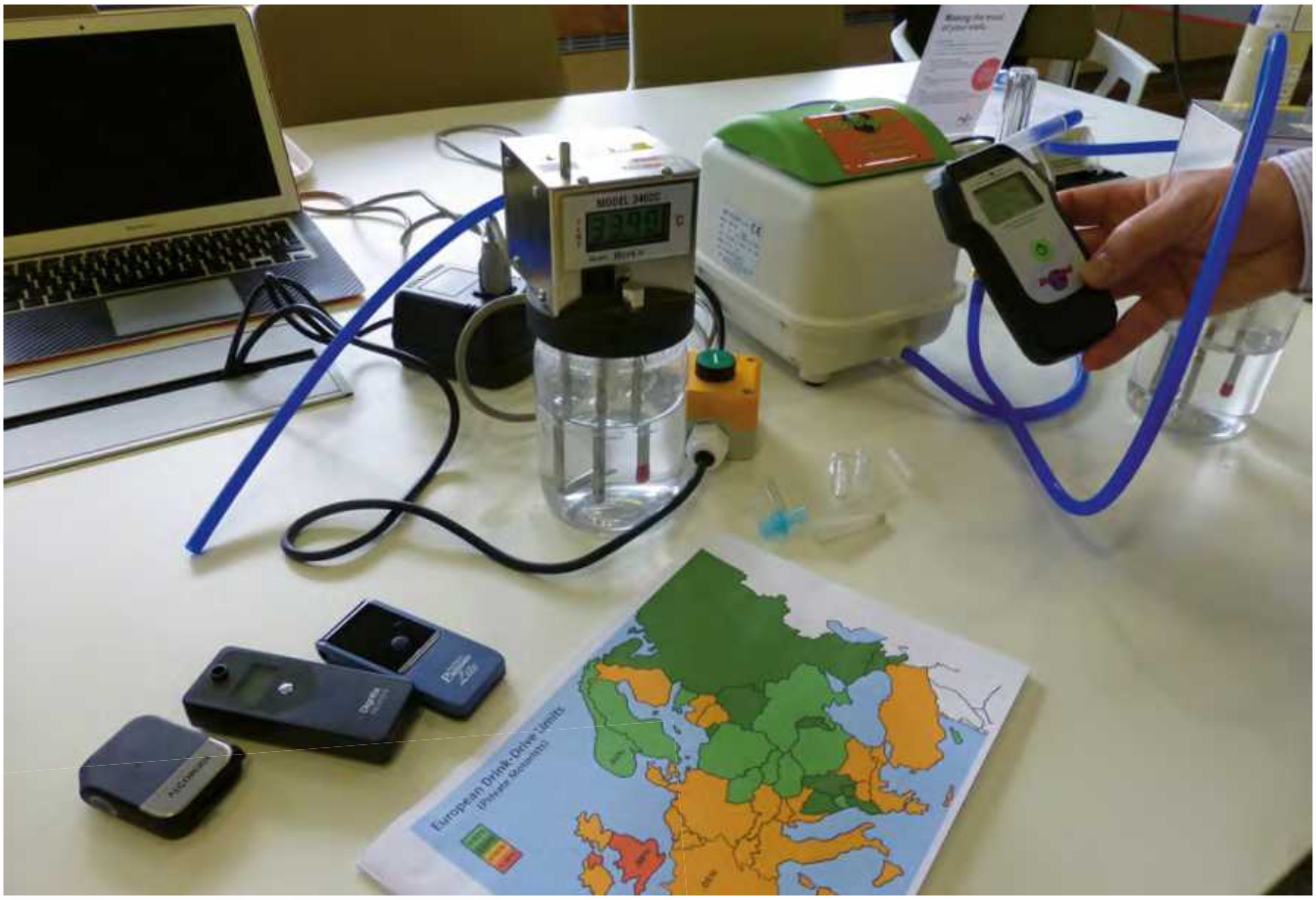
AlcoDigital Platinum Lite

Price £129.95
Notable for Fixed-sensor version of Platinum. Good technology at more affordal
Design Similar to Platinum, measures 57x45mm, slide-out blow-tube
Ease of use Very. Easy-to-see read-out, on-board tube always ready for action
Accuracy Very good, can read fractionally over, but very acceptable
Verdict A very good fuel cell pocket breathalyser at an affordable price
Score ★★★★★



"...70,000 people a year are caught drink-driving in the UK..."







Dignita Alcontrol AM-3

Price £89.99
Notable for Affordable price. Slim and easily portable
Design Slim, neatly proportioned and pocket-sized, 115x40mm, blow-tube attaches to the front
Ease of use Straightforward, easy-to-read digital display
Accuracy Fair, some readings a little low, but mostly reliable
Verdict Not the most accurate, but acceptable and well-priced
Score ★★★½

AlcoDigital 3000

Price £349.95
Notable for The same unit as a police roadside breathalyser
Design Chunky handheld device, 140x70mm, blow-tube attaches across the top
Ease of use Very easy, beautifully clear on-screen read-out, shows you number of tests
Accuracy Excellent, as confirmed by being the one the police use for roadside tests
Verdict The gold standard of portable breathalysers, but very expensive to buy
Score ★★★★½



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Unreachable fuel economy figures have been hitting the headlines recently, but a group of dedicated hypermilers met up last month to prove that it can be done in the annual MPG Marathon. John Kendall reports.

What's the point of trying to improve on a car's official EU combined fuel consumption figure, when we know that the laboratory conditions used to produce those figures are so different from the way most people drive their cars? Well to paraphrase the climber George Mallory, because you can.

And that is what participants in the annual MPG Marathon set out to do. There are basically two ways of winning – by making the greatest percentage improvement over the official EU combined fuel consumption figure, or by returning the best outright fuel consumption. While a number of petrol cars have recorded the best percentage improvement, to date, and the Marathon has been staged every year for the past 15 years, only a diesel car has ever returned the best overall mpg.

The event has classes for diesel, petrol, electric and hybrid models, according to their CO_2 emissions. Light commercial vehicles also have a class to themselves and all categories attracted entries this year. Every vehicles is tracked using Tracker equipment to check speeds and timings.

Just like the last two years of the event, there was no set route for participants to follow this time. The event was based at the Heythrop Park Resort, near Enstone in Oxfordshire, with three sections to cover on day one, and four on day two. All participants had to do was reach the destination on each of the sections, with a waypoint included in two sections over both days, then maintain a set average speed. This was generally 30mph, but tight timing on day two meant that an average of 34mph was needed to cover one of the sections. Fuel consumption penalties apply to those who do not make the average speed.

We drove a Citroën C4 Cactus Feel BlueHDi 100 this year, with regular co-driver Paul Nieuwenhuis. Our C4 Cactus was not fitted with satellite navigation, and we relied on a portable system with traffic alerts, and conventional maps to find our way. Other entrants included a Peugeot 208 Active BlueHDi 75, another C4 Cactus powered by a three-





Car	Total fuel used	Total distance covered	EU Combined Economy	MPG Achieved	% improvement
Peugeot 208 BlueHDi 75	3.69 gallons	385.25 miles	80.70mpg	104.50mpg	29.49%
Mazda2 1.5 Diesel	3.87 gallons	400.16 miles	83.10mpg	103.42mpg	24.45%
Citroën C4 Cactus BlueHDi 100	3.79 gallons	391.46 miles	83.10mpg	103.28mpg	24.29%

Car	Total fuel used	Total distance covered	EU Combined Economy	MPG Achieved	% improvement
Honda CR-V 1.6 i-DTEC	4.52 gallons	380.87 miles	64.20mpg	84.34mpg	31.37%
Peugeot 208 BlueHDi 75	3.69 gallons	385.25 miles	80.70mpg	104.50mpg	29.49%
Citroën C4 Cactus BlueHDi 100	3.87 gallons	400.16 miles	83.10mpg	103.42mpg	24.45%







THE ROUTE

DAY ONE

SECTION ONE: Heythrop Park to Audleys Wood Hotel, Basingstoke via YHA Streatley-on-Thames
SECTION TWO: Audleys Wood Hotel to Beechfield House, Beanacre, near Chippenham
SECTION THREE: Beechfield House to Heythrop Park



DAY TWO

SECTION ONE: Heythrop Park to Tortworth Court, Gloucestershire
SECTION TWO: Tortworth Court to Esseborne Manor, Hurstbourne Tarrant, via Pewsey police station
SECTION THREE: Essebourne Manor to BP Cannon Pool, Witney
SECTION FOUR: BP Cannon Pool to Heythrop Park

> Although the weather was dry with light winds, ideal conditions for the Marathon, there were a number of hilly sections to keep us alert.

cylinder petrol engine, a Jaguar XE with 161bhp Ingenium diesel unit, two Mazda2 1.5 diesels, a Ford Mondeo hybrid, Audi TT 2.0 TDI ultra, a Honda Civic 1.6 i-DTEC, no less than five BMW 320d EfficientDynamics saloons – two manual and three automatic – a Caterham Seven 160 and a 1995 Ford Mondeo 1.8i LX entered for comparison purposes with the latest Mondeo hybrid. Among the participants, there were no less than eleven previous winners, so there was a strong competitive element.



Although the weather was dry with light winds, ideal conditions for the Marathon, there were a number of hilly sections to keep us alert. Day one was the easier of the two and by the end of it, our trip computer was registering an average of around 108mpg, giving us cause for optimism with an official combined figure of 83.1mpg. Day two proved far tougher, with more hills, plus the added complication of a higher average speed on the second section. At the end of the second day, we were still reading around 107mpg, so although we were confident that we had done fairly well, we knew that others were very close. We've been here before, too, but had never broken through the magical 100mpg barrier. To later find out that we had beaten it, was in many ways a better prize than coming third in the best percentage improvement.

This year, former racing driver Mick Linford won for the fourth time with 104.5mpg in the Peugeot 208, his first time through the 100mpg barrier. We were beaten into third place by Diesel Car founding editor John Kerswill, who recorded 103.42mpg in a Mazda2 to our 103.28mpg in our Citroën C4 Cactus. Damn and blast. We will be back...

John Kendall

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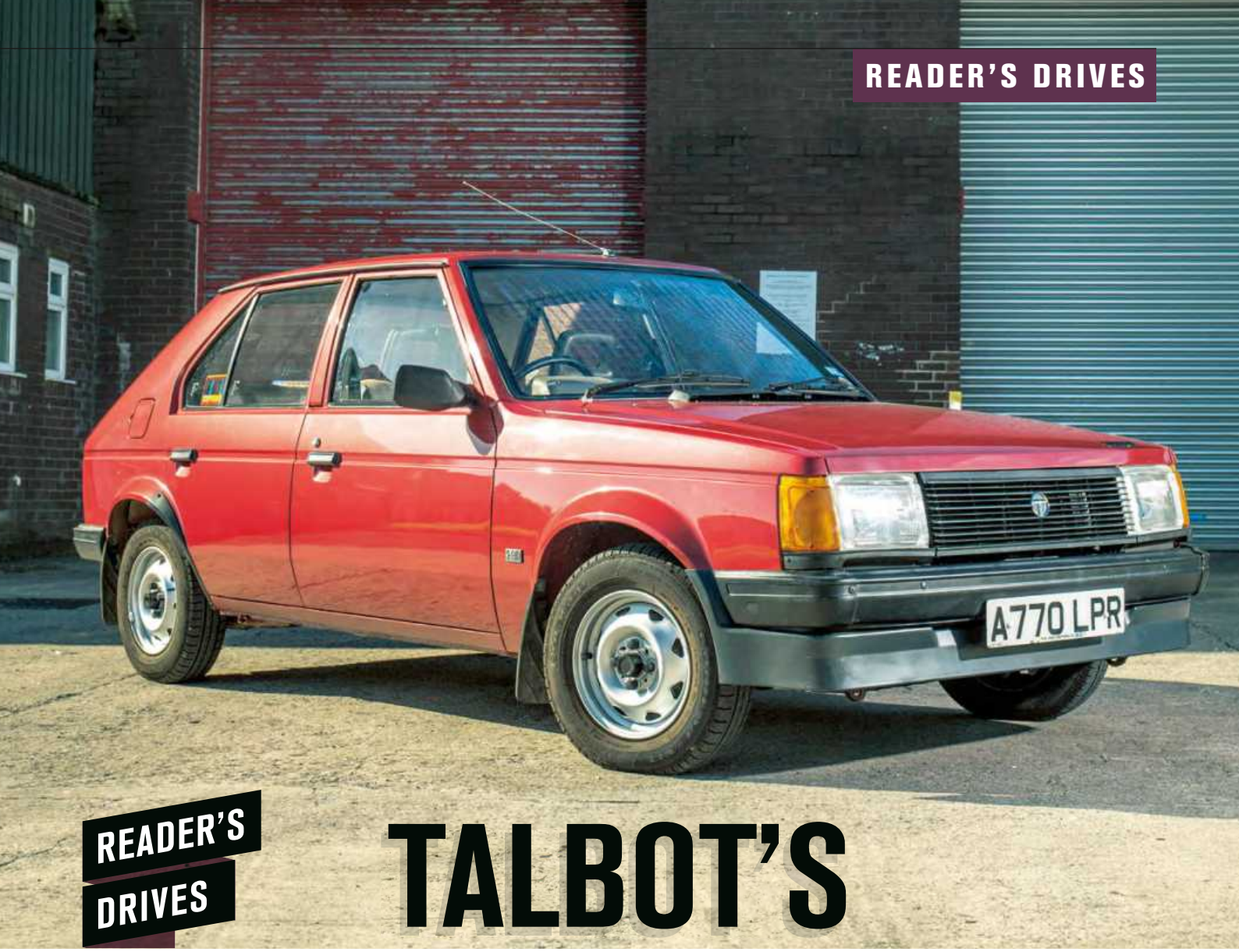




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READER'S DRIVES

TALBOT'S PIONEERING DIESEL

It's not every day that you see a Talbot Horizon on the roads, but owner David Speight actually has two. Simon Thompson caught up with this rare pair, including the last diesel example known to be in existence.

It could be argued that the Chrysler Horizon's fate was sealed as soon as it was awarded the title of 'Car of the Year' way back in 1979, because so many cars that won that 'coveted' trophy went onto become a sales flop. While that couldn't exactly be said about the Horizon, it didn't exactly set the showroom floors on fire.

Originally going on sale back in 1978, the Chrysler Horizon was launched with an underwhelming range of petrol engines that suffered from the now infamous noisy tappets. The Simca-sourced unit was famed for sounding like a sewing machine and that didn't endear itself particularly well to new car buyers. A year after the car's launch, the Horizon adopted the Talbot badge as part of a brand re-organisation by its new parent firm PSA Peugeot-Citroën. Series II models arrived in 1982, which could be picked out by their black bumpers, smaller rear window and marginally larger boot, but the most important news was the introduction of a brand-new, state-of-the-art, naturally aspirated diesel engine, which was a powerplant that the car had been crying out for. Not only that, but the Horizon Diesel was made famous for being the first car in the PSA Peugeot-Talbot-Citroën stable to be powered by that new 1905cc diesel engine, christened XUD. It went on to power hundreds of thousands of Peugeot and Citroën-badged cars, as well as a few Rovers, Suzukis, Toyotas, Ladas and FSOs, but the powerplant made its debut under the bonnet of the Horizon first. Power was modest at 64bhp, with maximum torque of 87lb ft, while the maximum speed was officially rated at just 97mph. Unusually for a car of that era, the 1.9-litre diesel engine was mated to a five-speed manual gearbox, and it drove well, out-steering other diesel engined cars of that era, including the popular Volkswagen Golf Diesel. And while petrol-powered right-hand-drive cars were made at the Ryton plant, close to Coventry in the West Midlands, the diesel editions were all made in Spain and then imported into Britain.

Fast forward to 2015, and despite 51,320 being registered in the UK, both petrol and diesel powered, there are just 21 cars licensed in Talbot guise, with an additional example wearing Chrysler badges. Thanks to the 'Remember This' feature in the used car section back in the September 2015 issue, owner David Speight got in touch to say that he owns

the last known example of the Horizon LD, fitted with that ground breaking 1.9-litre diesel engine. In actual fact, he owns a pair of Talbot Horizons, the second being a blue 1985 1.3-litre LS with a little over 19,000 miles on the clock.

But it's his diesel powered Horizon that we are most interested in here, with it having been hidden under the radar for a number of years. It was previously thought that the last diesel Horizon went to its final resting place in a scrapyard back in 2003, but that was proved incorrect when this car was discovered. David is also aware of a Horizon specialist in the owner's club who built a diesel Horizon using a donor engine from a scrapped car and installing it into a high specification Horizon Pullman that was originally fitted with a 1.5-litre petrol engine. Originally this special edition car featured goodies like alloy wheels, a front lip spoiler, wood inserts for the dashboard and central locking, but the location of the Pullman diesel is unfortunately unknown, and currently registered as SORN with the DVLA.

So where did David's diesel Horizon come from? Back in 2012, it appeared in the classifieds of carandclassic.co.uk and was being sold by a classic car dealer up in Yorkshire. It was advertised for £1,995 and interest was obviously not strong, as it eventually disappeared from that website and was put on online auction site eBay in the same year. The selling dealer was still the same, and that is when David stepped in and placed his bid. He was luckily the winning bidder and the Horizon now sits pride of place on his driveway. Little is known of the car's past history, though it was registered on the 1st May 1984 at a dealer called Craze Brothers, based in Salisbury, Wiltshire. At that time, the firm had the franchises for the Peugeot, Talbot and Suzuki marques. Piecing the history together from the scant amount of paperwork that survives, it appears that the tax disc ran out in 1993, and it would seem that the car was stored somewhere in a garage for almost 20 years. When David took possession of the Horizon two years ago, the odometer

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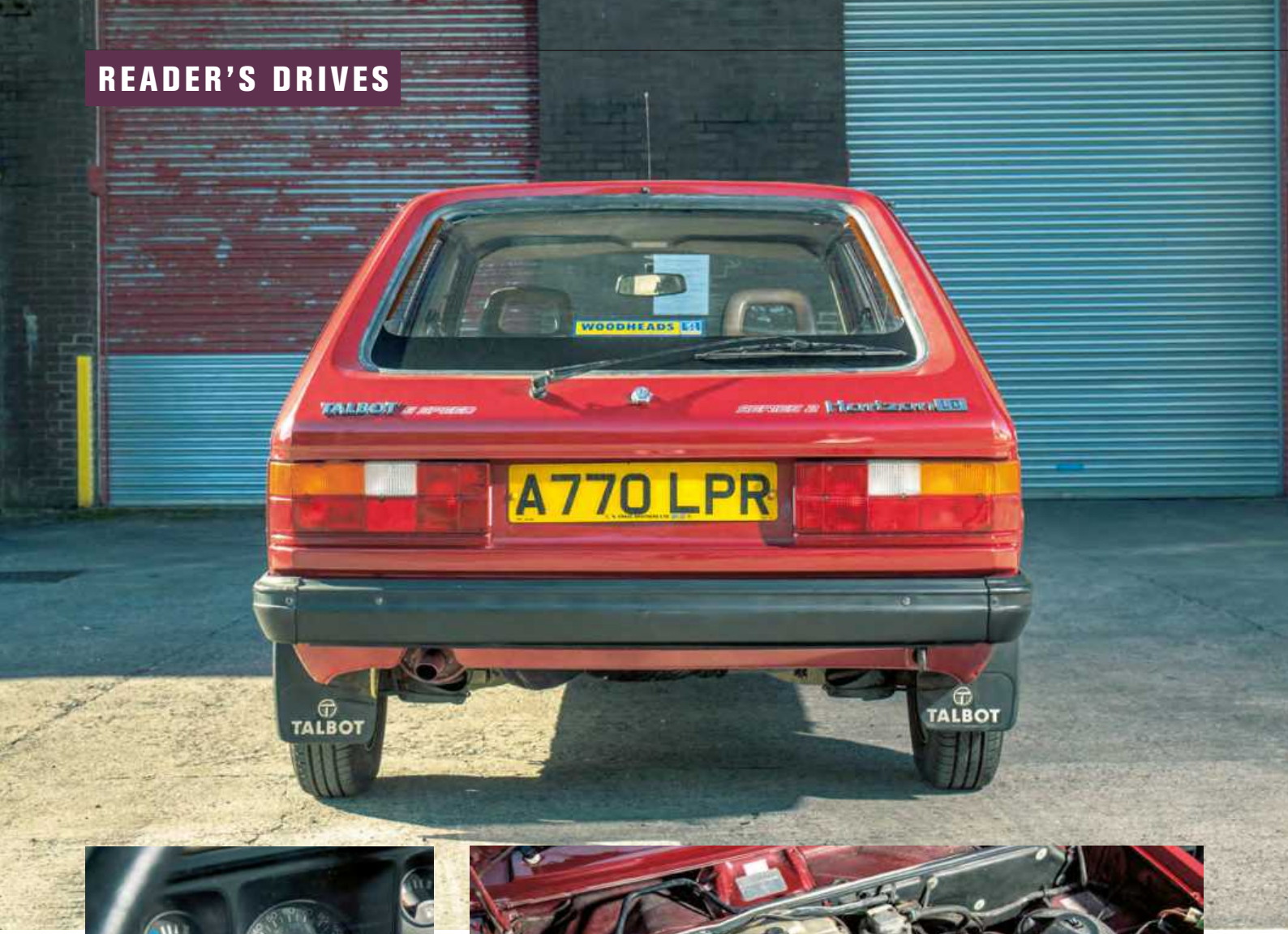






showed 14,875 miles, and was accompanied with an unstamped service book. Happily the garage in which the Horizon had been stored in was dry, allowing the car to remain in great condition, with only minor bubbling due to rust on the bottom of the doors and the near side scuttle. David found a local restorer, who in his spare time stripped the Horizon of its doors, glass, bumpers and lights, and worked on fixing the surface rust that had built up, before respraying the external panels in the same, original metallic paint. The only exception is the roof, which has retained its original paintwork. Miraculously, it's almost impossible to tell the two areas apart, even knowing that a respray has occurred previously.

When asked why he owns two Horizons, David replies that he likes the appeal of a small following, with just old enthusiasts remembering the Horizon. And it will certainly be small, with just 22 cars remaining here in the UK. But the main reason for his interest is that he ran a different Horizon LD during the 1980s, using it as a daily commuter car between Blackpool and Manchester. Back then, the company he worked for paid 60p for every mile he covered, plus £28









a day for his commuting mileage, as the rates back then were determined upon the engine size, and didn't take into account the type of fuel used. And so the 1.9-litre Talbot achieved at least 60mpg on his daily journey, and gave almost 600 miles between fill ups, making David money into the bargain. This in particular became handy when the Horizon failed its first MOT, by then just three years old, due to corrosion on the floor directly underneath the driver's seat. This kind of problem is unheard of today, but back in the 1980s, rust was still a real worry. And at each subsequent MOT, the trusty Talbot failed in another area due to 'tin worm' and it got to the point that there wasn't any 'good metal' to weld on to. The dreaded rust aside, David loved that car.

Today, the odometer of David's Horizon LD is reading just 15,910 miles – that's only 1,035 miles since he took the diesel Horizon under his wing in 2013. Aside from the respray, it had work done on the brakes when he first acquired it, in order to get it through the MOT, but nothing else since. That's quite remarkable for a 30-year old car that has been sitting around for two-thirds of its life. Today it sits alongside some of David's other collection of classic cars, and more modern machinery, including the petrol Horizon previously mentioned. He also has a rare Hillman Hunter GLS, with the desirable and often pillaged Holbay engine, an MGB GT V8, a Mk1 Ford Cortina 1200 Deluxe with bench seat and column change, as well as a Volvo 480 and Jeep Cherokee – both of which have been owned from new. All of them are fine, dry weather cars only, and their own trips out are to classic car shows and meets. Classic car insurance keeps the costs down, but he finds that he spends far too much snapping up long discontinued, hard to come by, parts for his cars. In his garage, there must be enough rare parts to be able to build an entirely new Horizon. The master plan he is working to is to keep, enjoy, and maintain his collection of cars, and only take them out on those rare days when there's a blue sky and the sun is shining.

Simon Thompson DC

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JWO 96N
JY 9184
JY 832
JYC 25
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111 KGE
KGL 83
KGW 905A
KHC 3Y
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BBH 699P	GEL 653L	NWF 28P	TSO 153R
ALL £195	CYN 119C	KBL 29N	NEJ 64R
	DGW 401B	KCH 69N	NSE 87V
AES 163T	DRR 504B	KEG 793Y	PMA 96D
AEY 247A	DRS 218D	KGW 905A	RHR 255C
ANP 264A	DRS 262K	KLJ 320N	RMO 112R
BHW 517A	DRS 761A	KSA 178F	STO 788F
BHW 527A	EHJ 958H	LGW 905A	SVR 52H
BKU 460B	EVG 550H	LRP 52M	TEF 54R
BPR 657A	HDS 261G	LRP 52M	WRT 96A
CEY 63W	JSS 962N	MDM 653G	WRT 97A
CVG 799F	JSS 963N	NAV 297F	YEL 361S

59 JGN
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7127 JH
JJ 5067
758 JKA
M9 JKC
JKS 48P
82 JLA
JM 8753
JMA 967K
JMA 917K
JMA 915K
587 JMP
JMR 702
4407 JN
JN 3773
JOA 14N
JDB 50N
C233 JOE
JOG 3R
C994 JON
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532 JRR
JRS 90V
JSA 226G
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913 KAB
KAE 112B
KAJ 53N
KAJ 58N
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KKR 57
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KPR 41
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90 KTW
KUN 189
6889 KV
5426 KV
KWA 63
KWC 688
KYA 51N
84 KYD
K77 KYD

LEN 941H
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LEN 297P
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LEV 177J
LEV 177V
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LNB 260
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LON 680X
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LOU 15N
LOU 153P
B10 UTH
LOU 158P
LOV 3P
59 LOV
LOW 312Y
7 LOW

LOX 500
214 LPA
LRP 7V
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LS 3903
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LYN 814X
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LYN 87X
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MAC 16P
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MAH 41E
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MAR 63P
MAR 647E
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MCY 226K
MCY 71E
MCY 75E

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338 MJH
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179 MM
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MNN 50D

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MOA 72X
MOG 7P
MOE 96P
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MOG 772X
MOG 735X
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RMO 113R
MOL 73N
M1 OOR
MOR 73R
MOR 155R
MOR 318Y
MOS 51S
MOS 55S
MOT 3L
MOV 13X
MOW 3R
MOW 9R
MOW 13R
MOY 124P
6 MPR
MRC 51P
MRC 46P
MRR 45W
MRR 38P
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MTT 606
MTW 555C
9158 MV
MVG 720C
MVG 508C
MVG 740C
MW 8743
MWC 6P
MWL 45
444 MWP
777 MYC
MYR 46X
MYR 4P

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NAD 9P
NAJ 18W
NAJ 18P
NAN 70N
NAS EER
NAS 70R
NAS 653
NAS 54R
NAS 13R
NAS 45H
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NAS 628
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NAV 330S
NAV 306F
NAV 288F
NAV 300F
N42 EEM
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6506 NB
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96 NCG
NCP 297
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NEJ 38R
NEJ 65R
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NEW 574R
NEW 31P
NEW 42P
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NHE 488
NIB 3333
NIW 72
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424 NKR
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NMG 3P
8 NMK
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95 NNO
NNW 5
NOB 56X
NOB 13X
278 NOB
NOB 80X
NOH 712
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JNO 74Y
NOW 549
NOW 938
NPR 910
NPC 310
NRG 71
2222 NS
NSE 87V
NTL 141F
79 NTW
NUS 7Y
NUT 1E
NV 9830
NWF 28P
NWJ 580D
NWT 5
NYC 6L
NYK 6Y
3748 NZ

O
OAK 3S
OAK 7M
B1 OAP
OAP 872
OD 620
ODE 139F
ODE 116F
ODE 141F
OEY 620J
OK 9362
OLY 268P
OMY 452P
ONE 11H
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P
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PAD 335R
PAD 260W
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PAL 70R
PAM 14R
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PAM 50R
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PAM 15R
PAN 7S
PAO 107P
PAO 106P
PAO 105P
PAO 108P
PAR 777S
PAR 53L
PAR 37H
PAS 533S
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PAT 18M
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PER 177N
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JVP 1E
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PLE 888
PMB 890L
PN 7018
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482 PPE
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PPV 134M
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PRE 553R
PRO 553R
PRU 783
PSN 690H
PTH 67S
PTH 64S
PTH 385
PTK 90
PTM 499
7 PTS
PUE 236
PUL 58Y
GPU 113N
PUL 14N
A6 PUM
PUT 73R
PUT 71N
PUT 6R
PUT 3R
PVV 108D
PVV 73D
PWA 58K

52 PWC
PWK 3G
PWN 6Y
PWN 900R
PWU 160P
49 PYD

R
3091 R
3498 R
1924 RA
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897 RAE
RAE 785G
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RAF 537Y
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RAM 303S
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RAY 85R
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ROM 6Y
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RON 336R
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RSY 4L
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ARU 8Y
ERU 8Y
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RUG 3R
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RUS 3L
RUS 1H
RUS 31W
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RVG 11
RYK 895
RYL 3S

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VTE 9
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WXG 625

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853 YMB
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This is your chance to write to the Editor and the Diesel Car team about any kind of motoring issue. Don't hold back, good or bad, whatever the subject, just get it off your chest. Do you need buying advice or help with a motoring related issue, then drop us a line. E-mail all of your comments to dmail@dieselcar.com and you could even win a prize for your trouble thanks to Sealey Power Products. Our star letter is rewarded by an exciting gift, so get busy tapping away at your keyboard, or scribbling away on a pad, we really welcome your views.

dmail@dieselcar.com

DM@il, Diesel Car Magazine,
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ROADS TO HELL



Dear Diesel Car team
I've recently moved back to the UK after spending the past 12 years in France, and I have been shocked by the detoriation in the quality of the roads, not only in terms of congestion and road surface quality, but also in the standard of driving. While driving was far from pleasurable when I left for France, it would seem that UK roads are now close to breaking point and meltdown. Let me explain more.

The expansion of some of the motorway network to four lanes just means that lane two, three and four are in use, with most motorists shunning the lane that they should be in for the majority of the time. Mile after mile of empty carriageway goes wasted because motorists have no lane discipline. In France, many of the Autoroutes have just two lanes, and I know that the country is less densely populated, but it is relatively rare for there to be a traffic jam, except for around major cities like Paris and Lyon, and that's because French drivers observe the rules of the road, and only use the second lane for overtaking. British motorists could learn a lot from French drivers.

Another problem seems to be overhead gantries that 'cry wolf', warning of congestion and traffic jams that simply doesn't happen. I travelled along the M25 the other night at 40mph for almost nine miles because the warning signs were giving false messages. And with variable speed cameras now present on most of the circumference of the motorway, you just can't chance ignoring the signs. Modern day technology should be able to avoid this kind of confusion, but no doubt someone in the control centre was too busy having a cup of tea and a biscuit to worry about the poor motorist that was being inconvenienced. There needs to be a watchdog that is responsible for this kind of issue, but I'll be damned if I know who that would be.
Yours sincerely
Francis Burgess

Thanks for getting in touch Francis, and I'm sorry to say that I know exactly what you mean. The standard of driving has detoriated enormously over the past few years and it is only going to get worse. I live around 20 miles from the M25 and use it almost daily, and I simply can't rely on it to deliver me to my destination without incident. A recent trip to Heathrow Airport from my home in Essex took well over four hours, resulting in me missing my flight by minutes, despite building in plenty of time. It's the poor motorist, ie me, that ends up footing the bill for rebooking onto another flight, when ultimately I had done absolutely nothing wrong.

And you're right that the UK is heading for gridlock, and if nothing is done, the country is going to continute to lose millions of pounds in missed appointments and wasted time, not to mention the additional fuel that is consumed in stop-start motoring. There needs to be a taskforce in place to get keep the country moving. It seems like the slightest prang and the road gets closed these days, causing misery to hundreds of motorists. Maybe those people that make the decision to close the roads have never held a position higher than milk monitor in the past, and so the ability to close the road makes them feel powerful and important. I understand that there's a need to understand the reasons for an accident, particularly if it is serious, but surely the priority must be about keeping the road open, getting the traffic moving and minimising congestion. Instead the road is shut at the drop of a hat and poor motorists behind the incident are inconvenienced.

And then there's road works, where lanes are coned off for miles ahead of the actual work going on. Health and safety regulations have a lot to answer for!
Ian

STAR LETTER
SEALEY

The author of this month's star letter has won an LED Lithium-ion rechargeable inspection lamp worth £53



Drop us a line and you could win next month's star letter prize of a 12-piece multi-coloured metric spanner set worth £59

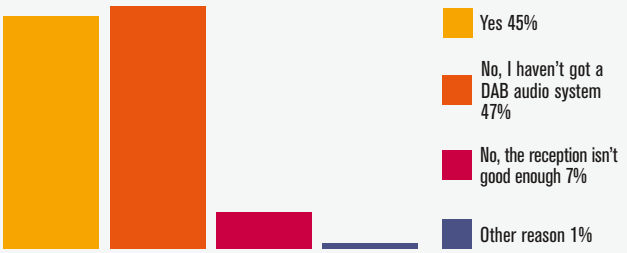




LATEST POLL RESULTS

Reader input and participation is important to us and every few weeks we add a new poll to the Diesel Car website at www.dieselcar.com. Here's the results from our recent question:

Do you listen to DAB digital radio in your car?



ONE 'L' OF A CAR

Dear Ian
I've been a driving instructor for more years than I care to remember and have always worked for the big boys in the industry, like BSM and the AA. But now I'm going it alone and need to buy my own car. Can you make any recommendations for a suitable car? I've got a budget of up to £20,000.
Bob Adamson, via e-mail

Hi Bob
It's an interesting question and any car will need to stand up to lots of abuse, yet be desirable enough to attract new learner drivers. I could be very boring and suggest the best selling car, because clearly that's the kind of car that most people buy, but I think you need to think a little bit differently and choose a motor that is aspirational. Picture this – a 17-year old tells all of his mates that he is learning to drive in something sexy, and that could mean a whole load of extra pupils for you, as they want to get on the bandwagon and do the same. Now, I don't know of any youngster that doesn't like the MINI, so I would suggest exploring that route. The five-door hatchback version is more practical than the original three-door, and just as sexily styled. A Cooper D fits well within your budget and will deliver a good helping of street cred to anyone learning to drive with you. If you want to appeal to the growing number of aspiring SUV owners and give your trainees and insight into what it is like driving a larger car, you could even choose a Countryman Cooper D within your budget.

Whichever car you choose, don't forget to strike up a friendship with your local dealer, as it is a fact that many learner drivers go on to buy a car similar to the one that they passed their test in. So any sales leads to your local dealer that result in a purchase could result in a financial thank-you from them. It all helps to boost the coffers when you're self employed!
Ian



GOOD JOB!

Dear Ian
Cracking edition for December. Congratulations on that, it's not an easy job to do well.

The high mileage feature from Sue Baker was excellent and far more helpful than those tests produced by your competitors obsessed with silly "handling" extremes. The servicing details, fuel type and repair details were crucial – it's very noticeable that the owner chooses to use a main dealer for all that time. Please convey my praise to Sue.
Cheers
Nigel

LEGAL i

road traffic representation

www.roadtrafficrepresentation.com

Designed by solicitors, tested by barristers and available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences with the same authority as a solicitor.

SPEEDING CHARGE

Q A couple of months ago, I was flashed by a speed camera on the M25 and I received a notice of intended prosecution seven days later. I no longer have the envelope in which the notice was sent, and I don't recall whether it was sent to me by first or second class post. I have since received a court requisition charging me with driving at 81mph in a 50mph variable speed limit. I do not recall that variable limit being in place at the time. I believe that I was driving at around 70mph, but I can't be sure. I have no active points on my licence. The court papers say that I can plead guilty by post. Should I do so?



A The law states that the Notice of Intended Prosecution (NIP) may be served by first class post (and other means, not including second class), but this does not mean necessarily that it having been sent by second class post would amount to a defence. Firstly, you would have to prove (on a balance of probabilities) that it was received by second class post and, secondly, the court could take the view that if the NIP was received within the 14 days allowed, no prejudice was suffered by the particular postal service used. You could then find yourself having to mount an appeal for a higher court decision to be made on the point, but this would be disproportionate to what is at stake.

With regard to your perception of the speed you were driving at, in order to challenge speed camera evidence, you would need some compelling contrary evidence and this is not particularly strong at the moment. If you decide to plead guilty, you can contest the evidence as to the actual speed. Strictly speaking, this would require the court to adjourn the hearing to a later date to allow prosecution and defence witnesses to give evidence on the facts. However, it is possible that in the face of a guilty plea, the prosecution would be minded to offer no evidence as to speed, other than that the speed limit had been exceeded. This is not something that can be counted on, so once you have challenged the evidence, you might be on a course that would entail further time and expense. You could withdraw the challenge if the case were to be adjourned, but you would lose any credit for an early plea of guilty in terms of the fine that would be imposed, if that were to be the case.

As you have been offered the opportunity to plead guilty by post, you should accept that offer (if you are pleading guilty), as the court cannot disqualify you without first giving you an opportunity to appear in person to persuade them as to why you should not be disqualified. However, if they have a written plea before them, with a good mitigating statement in support, they might decide to dispose of the case just by the imposition of penalty points and no disqualification. The court can disqualify or endorse penalty points, but not both.

In pleading guilty by post, you should say in a note attached to the plea, and referred to in the plea (a mitigation statement), that your perception of your speed was around 70mph, but that you confirm your plea of guilty. This might then just persuade the prosecution to offer no evidence as to speed, in order to dispose of the case without further delay. The mitigation statement should also refer to any circumstances of the case that might help you, for example, if traffic conditions were light, the weather and visibility were excellent, and anything good you can say about your driving record. Also mention any work, family or social requirements for you to keep your driving licence. You do not have to volunteer any information that does not help you, so long as you tell the truth in what you do say, and do not mislead the court in any way. DC

DOCTOR DIESEL

The doctor with no patience

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Write to the Doctor about any technical question, motoring problem or issue that you desire, but beware of his razor-edged tongue and sharp wit.

AN OILY PROBLEM



I'm sorry that it's been a while since I last contacted you regarding the kangarooing problems on my 2006 Altea (see issue 342). I have since then, as you urged, had the automatic gearbox (DSG) oil changed on the Altea, and I have had no more problems as yet. I have had the car from new and, yes, it really has only done 20,000 miles, as I also have a motorcycle and freedom bus pass to get me around. The reception staff at the SEAT garage I use thought that the information that you sent me was a bit over the top. The garage told me that the oil is usually changed at 40,000 miles and not on a time basis. Talking of other oils – at Halfords, top-up Mobil 1 and Castrol engine oil is about £20 a litre, and Shell has a new engine oil at just over £20. But at Euro Car Parts some Petronas oil is available for only just over £10 a litre. What is the difference in price and quality? I need some top-up oil (the first time), so what do I buy? Thank you for your help.
Robin Chapman

As I said, if you put your trust in your garage, as you might expect to do if you pay full labour and parts prices at a franchised garage, you in turn expect them to use their sense about such things. With all the various problems that have surfaced with the DSG transmissions, were they going to wait another eight or nine years for you to hit the official 40,000 miles before they suggested that you should have a DSG oil service? It's most surprising though that there apparently is no official time based interval for this service, as I have now discovered, and as there obviously should be!

Reference engine oils in small one-litre packs, these are nearly always something of a rip-off, and mostly sold to desperate drivers at roadside filling stations, and at a very nice profit margin. Petronas are a respectable Malaysian oil company, and are known primarily as sponsors of the Mercedes F1 team. I think I had presumed for some years that they were a Spanish bank, or something like that. Having looked more deeply into it now, I don't think there's any good reason why you should not use this Petronas product, as all these ACEA and manufacturer listed oils have to pass tough tests to receive approval. I guess that Petronas have done a deal with Euro Car Parts that avoids expensive advertising and allows them to sell it relatively cheaply. You want the Syntium 5000 AV 5W-30, which meets the VW 504/507 specifications. Similar grade oils Syntium 3000 and 7000 are specified by Mercedes-Benz, which I think should assure us pretty well of their good pedigree.

The Doc



A NOISE ANNOYS....

I purchased a pre-registered BMW 2 Series Active Tourer in January this year, it being my first BMW. I am very pleased with the car, which is good on economy and a pleasing ride overall. I've only come across a couple of minor electrical glitches with the car, which has now covered 9,000 miles. However, this will be the first and last car I will own with run-flat tyres. On many surfaces, the noise made by the tyres is the loudest that I have ever known, them being Michelin Tyres, which I have always believed to be a good quality make. They are also very unforgiving when a pothole is inadvertently hit. On a good surface the car is whisper quiet, with little or no noise from the tyres, however these good surfaces are becoming very hard to find. It leads me to the question I have for you: when these tyres are ready to be renewed, can I fit "normal" ones? I have been led to believe that the rims are specially designed and that normal tyres will not fit the rims. If I were to fit normal tyres, would I be risking problems with my insurance company, as I would not be fitting the standard tyres for this particular car? I would much appreciate your views on run-flat tyres in general, and if you have ever come across this particular problem. I am enjoying the recent changes with the magazine and have just signed up for another two years of having it delivered to my door.

Steve Wallbank

You're seemingly stuck with your 18-inch rims, Steve, which doesn't exactly help the ride quality or the road noise. (I went back and asked Steve what size his tyres were, and discovered that they were 225/45/18.) BMW themselves were reluctant to give me a response on the question of the desirability and safety of fitting conventional tyres, but I can assure you that they have admitted previously that the change proposed is quite possible. BMW promote run-flat technology because of its advantages for driver comfort and safety. They say that when run-flats are fitted as original equipment, then the vehicle's braking and suspension are set up accordingly, so changing to conventional tyres may affect the handling characteristics of your car. However, they do say it is quite possible to fit conventional tyres.

In many countries the whole concept of run-flat tyres has been largely rejected by the market, with the result that in many European markets conventional tyres are standard fitting on models and wheel designs that come with obligatory run-flats in the UK. Even BMW UK have been softening their attitude (and their ride comfort!) in recent years. For two full series of the 3 Series and 5 Series models, hard-riding run-flats were obligatory on all new cars, bar some base level ES model variants. BMW in Britain, some might say, sacrificed their traditional reputation for good ride comfort at the altar of the run-flat tyre until quite recently, with the introduction of their adaptive suspension which, at some cost, largely solves the problems.

With the previous 3-series, it was almost impossible to buy a BMW that handled well and also rode comfortably. More recently introduced family-oriented models, like the 2 Series, will normally come with conventional tyres, whilst those attracted to the option of large diameter flashy optional alloy wheels will find that they then come with run-flat tyres – and it's one of these with the optional 18-inch tyres that apparently you bought. *(Run-flat tyres are an optional extra on all 2 Series Active Tourer models in the UK at a cost of £180, but standard equipment on the M Sport versions – Ed).* If you switch to conventional tyres when you come to replace the original ones, your car will ride better, more quietly, and save you money in tyre replacement costs! So find a tyre dealer who won't try and stitch you up with (more profitable) run-flats and enjoy the vast improvement. You don't sound like the sort of owner that is going to notice some mild reduction in steering precision (or twitchiness, as I would describe it) or possible loss of handling at near-suicidal road speeds, which are the only likely side-effects. Regarding the safety aspect and dangers of under-inflation, your car is fitted with TPMS tyre pressure monitoring and this will, just as with run-flats, warn you of any tyre losing pressure well in advance of any dangerous level of deflation. I would personally advise you to look at Goodyear EfficientGrip Performance tyres, which have very good noise level and comfort ratings, and are also very competitive on price, although other brands such as Dunlop offer similar low noise levels. Shop around on the web and locate an approved supplier/fitter in your area. Try Black Circles, MyTyres, and possibly Kwik-Fit (online only – they are much more expensive if you call in for a price). I bet you can't wait for those tyres to wear out!

Doc

TOWING THE LINE.....

Dear Doctor,
I first read Diesel Car back in the late eighties when I owned my first diesel, a Citroën BX estate, and I have owned only diesel cars since then. Within the next few months, I will be changing my 2012 Toyota RAV4 diesel for, I hope, something a bit more luxurious. I will be looking to buy either a Mercedes-Benz E-Class, a Jaguar XF, a BMW 5 series or a Volvo V70 D4, all of which will be estate cars with automatic gearboxes and, of course, diesel engines. Whilst I crave for an automatic gearbox car, I seek your advice because I tow a caravan weighing 1,374kgs when laden, and I wonder about the long term performance and reliability of the automatic gearboxes on any of these, or similar, as a result of this usage. I will be looking at one to two year old examples of these vehicles, and I hope to keep my choice for roughly six or seven years. My annual mileage should be around 12,000 miles, with about 3,000 maximum whilst towing. I am an experienced tower of caravans, but I have only ever towed with manual transmission vehicles, although I have driven automatic cars and trucks in my forty years of driving experience. People that I have spoken to who tow with these, or other automatics, tell me that they are great tow cars and that I should have no qualms in purchasing any one of the above. What do you think?
Paul Allerton, Stockport

Great to hear from a loyal long-time reader. An interesting challenge! It seems that you are shunning a "Chelsea Tractor", which I guess may present an image problem for you, but there's much to be said for some of these in the sense that the car and caravan combination would be more compact in length, and I'm wondering if the switch to something lower and longer like the conventional estates you have mentioned might come as something of a surprise after the RAV4. Do check out this aspect. But to keep things simple, I will ignore this alternative for the moment. If you do want to look at such alternatives then I'll think afresh on that angle. For me, some of your possibles can be discarded for various reasons – or if not discarded, then you should bear my reservations in mind! Of course you will with many of the possibilities you are suggesting lose the benefits of four-wheel-drive, which may or may not be significant. But caravanning and moving 'vans on greasy grass surfaces can bring significant problems with two-wheel-drive, and you may have forgotten the benefits of the 4WD of your present RAV4 (presuming it is a 4WD), for all the supposed benefits of traction control on two-wheel-drive vehicles.

As regards to the automatic transmission, if you do the sensible thing and go for a sizeable five or six-cylinder engine with conventional torque converter transmission (maybe I should say traditional rather than conventional, as there are so many alternatives around today), and avoid CVT and twin-clutch transmissions, you will have nothing to worry about in terms of over-stressing the transmission. The Mercedes-Benz E-Class comes only in two-wheel-drive, and rear-wheel-drive at that. I'm a bit off Mercedes-Benz these days, to be frank, as they keep changing models and seem to have discarded the original image of solidity and quality for more style and less substance. Still, they are excellent engines, and good transmissions, but servicing can be very expensive. For all that, I could be easily tempted by an E 350 BlueTec, as might you!

The Jaguar XF Sportbrake is again only 2WD and rear-wheel-drive. Highly rated as a tow car though, fine engines, and good torque converter automatic transmission. Of course the XF has just been replaced with a new car, so you would be looking at what will be an "old model". The BMW 5-Series Touring is just the job in many ways – brilliant six-cylinder engines that are relatively economical, and fine transmissions. But rear-wheel-drive, too. I'm also rather shocked to find, on looking at Auto Trader, that 90 per cent plus of the used cars available are M Sport variants, the sporty suspension and hard ride of which puts me off a bit. A nice SE or Luxury would be the one for me, but remember that a new model is arriving next year!

Volvo V70 or XC70, might I suggest? Boring to many, but very functional, and very good value on account of high early depreciation. It has been described as "dull and unexceptional, but built to last". I'm not actually a huge Volvo fan, but I'm wondering if the XC70 (or maybe an XC60 with the 2.4-litre D5 engine) might just be the ticket for you? Quote from an authoritative source: "D5 manual or auto will re-start 2,100kg towing weight on a 12 per cent slope and on Caravan Club 85 per cent rule can safely tow 1,560kg."

But I think a good local dealer is critical, and anything I have said above would be subject to this. It makes a huge difference to be greeted cheerily by sales staff and service people, and not treated as just another customer. Jaguar are certainly doing well in this area these days, BMW are possibly slipping a bit, Mercedes-Benz dealers can be very arrogant, whilst Volvo are rather variable, I think. To throw in something of a "bender" that may not have crossed your mind, you could take a look at the Lexus RX 450h hybrid, whose owner satisfaction ratings are unbelievably high. It would be interesting for you to look at one, anyway! You could also perhaps take a look at a Mazda CX-5, which is just about alright for your towing weight.

I hope the above is of assistance, although I do realise that I've thrown in a few comments that may be somewhat controversial. Above all though, if you're planning to keep the car for seven to eight years, don't rush into it, and do demand decent, long test drives. If you come across cars with towing equipment already fitted, it could be a mixed blessing. It will save you some expense (some towing gear is very expensive, as you may know) but you won't know what tackle the previous owner towed, and how he drove it.

Doctor Diesel



THE OTHER TANK, AND THE OTHER ADDITIVE.....

I've got a little point that I would like to ask you about AdBlue in relation to our Peugeot 307 (I know what readers may be thinking! Patience good folk! Doc.) My wife's 53-plate Peugeot 307 came up for its annual MOT and service, with everything going alright, but two days later the amber engine symbol started to show as soon as the engine got warmed up. So it was back to the garage, plug her into the diagnostic computer and, lo and behold, it reported that the AdBlue tank (Patience again! Doc) was empty. I didn't know that it even had one. There is nothing in the driver manual about it (Are you sure? Doc), so I went online to see what other owners might say. There was a comment about a bill for something around £300 if your Peugeot dealer does the job, or £100 plus if your "man round the corner" does it, but that was written a while back.

Well, it appears that our 307 fell foul of the 12-year product time life, as the car has only done 40,000 miles out of the supposed around 100,000 miles life of the additive tank. But that depends on who is telling you, as I can't find it written down anywhere. My garage, which I'm generally very pleased with, had never done this job before on a 307, so they just followed Peugeot's advice. The AdBlue tank required four litres of additive at £44.32 per litre or £177.28 plus VAT, and it's a fiddly job that has to be done from underneath, so unless you have a pit, it's a problem, with the tank being up alongside the Diesel tank. My question is, must you use your car manufacturer's product, or can you use a "pattern part" as one might say, allowing the garage to have a 45 gallon bulk drum that they can use on all cars. After all, when most cars will come to need it, they will be inevitably out of warranty. Strange thing was, I was told that the following day, an '04' plate 307 came in with exactly the same job to do!

W.S.

What went into your car is not AdBlue Sir – that's a chemical (based on urea) for NO_x removal, and is used only on some of the most recent diesels, although it has been used in HGV engines for some years. The stuff used to top up the tank in your Peugeot 307 is called "Eolys" (well it is by Peugeot and several other manufacturers) which is another catalyst solution containing a cerium compound, used for periodically regenerating (de-sooting) the diesel particulate filter box. Refilling the tank is a fiddly job, and the stuff is quite nasty if you get it on your skin, so it is not a DIY job. Usually a tankful does around 75,000 miles, but it depends on the type of motoring the car does. There are branded equivalents to Eolys, such as Patfluid and Infineum, but there are also a number of different grades, so you would need to know the right one to buy to be sure it's equivalent to what's used in your 307 – but as I say, I would strongly advise leaving this to the professionals! But then, with your wife's annual mileage, it will be a long time before you need think of this again!

Doctor D





SOAP BOX

When you reach an advanced age, like the biblical "three score years and ten" and beyond, you become quite used to the feeling of being out of touch with today's technology, music, sense of humour, politics, social networking and all the other nonsense that's reputed to be current. Unfortunately I begin to feel that way about many new car designs, too. Somewhere along the way the necessary relationships and compromises between fitness for purpose, styling, and engineering seem to have been lost and, unsurprisingly, I'm rather shocked when I'm proved wrong and some of these style-based models turn out to be a roaring success. Of course this success is significantly related to marketing, which to me essentially comes down to using psychology to make people desire something that they don't actually want, or very often even need.

Alright, I'm writing this a little tongue in cheek, and I can imagine a few wry smiles as people read these words, and reactions will probably range from nodding acquiescence (mostly from the older readers maybe?) to utter incredulity and conclusion that the poor old Doctor really has lost his marbles. But surely I can't be totally alone in thinking that an Evoque looks like a compact Range Rover with a sagging rear end, the Kia Soul vaguely like a poor man's Hummer, and the latest Toyota Yaris like a hungry shark (or maybe even a vacuum cleaner) on wheels? Call me cynical, but I reckon that if Fiat were to re-launch their last Multipla with some engineering updates and a suitably trendy new name (let's speculate... maybe the 500 Ugly?) it would simply fly out of the showrooms. I suggest that many families' purposes would be far better served by a Ford Tourneo Connect, a Berlingo Multispace, or even a Qubo, than many over-styled, overpriced, and space-inefficient SUVs or Crossovers. Many of these fashionable market sub-groups have been devised by marketing wizards and sold on promises of glamour, performance and high technology that are inappropriate and irrelevant for many families. It has some parallels with popular music morphing from folk, country, and simply pop, into rock, blues, acid, garage, reggae, indie, punk, rap and goodness knows how many others that I've missed along the way.

Going back to practicality though, over the last ten years manufacturers have been gradually weaning us off the undeniable virtues of protective rubber bumper strips and door protection strips, presumably all in the cause of clean styling; then along comes the Citroën C4 Cactus and we're suddenly falling over ourselves to praise the brilliant practicality of strapping some heavy-duty bubble-wrap to its doors to defend them against clumsy trolley-pushers and careless parkers. Dear me!

On the performance front though, I would suggest that most professional van drivers make very good average speeds (they really do, don't they?) with the minimum of power, and they simply don't seem to need 150bhp plus to get the goods there on time. We are in danger of slipping into an evil trend towards ever-increasing power and performance and being kidded by the official fuel economy figures into thinking that these high powered new models are really more and more economical, as well as safer, as if this were perfectly possible in the face of the laws of physics that say otherwise – not to mention insurance premiums that are saying the same thing. Thank goodness that deep in the heart of some of the manufacturers is a continuing pursuance of fitness for purpose with their bread-and-butter models. There are good reasons why the Vauxhall Corsa, Ford Fiesta, Honda Jazz, and Volkswagen Golf continue to sell well, and there are very good reasons why the Nissan Qashqai has effectively replaced the Ford Mondeo in the sales league; it's because they offer fitness for purpose in the three principal size classes, with the option of a relative minimum of gimmicks, unnecessary technology, and without any serious concessions to styling. And long may they continue to survive!

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Christmas

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Across

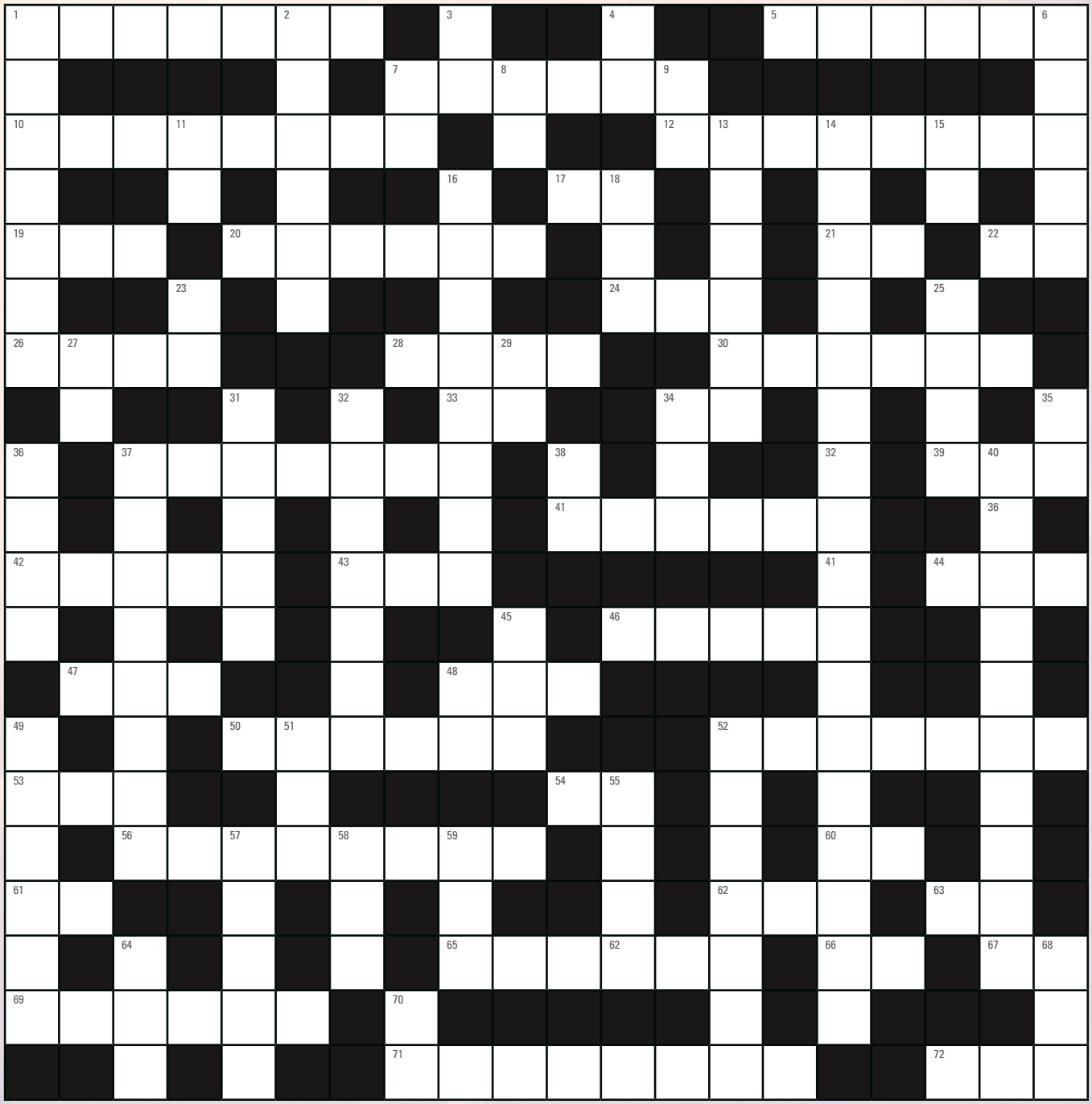
1 Maker of the i20. (7)
5 MPV based on the Megane. (6)
7 Five and seven-seat Nissan SUV. (6)
10 Smallest model in American off-road firm's range. (8)
12 Legendary off-roader that soon ends production. (8)
17 British marque owned by Chinese firm SAIC (2)
19 Renault's Clio-based electric car. (3)
20 The car that replaced the Sierra. (6)
21 Sportiest diesel edition of the mid-sized SEAT. (2)
22 City car that shares a platform with the Fiat 500. (2)
24 Smaller brother to the CLS-Class. (3)
26 Mini MPV built at Sunderland. (4)
28 Car popularised by Nicole and Papa. (4)
30 Prickly addition to the Citroën C4 range. (6)
33 Three-seater Toyota, now discontinued. (2)
34 Initials relating to parts and meaning original equipment. (2)
37 German luxury car axed in the UK this year. (7)
39 Acronym for adaptive cruise control. (3)
41 Replaces the ix35. (6)
42 Baby Fiat, available in 4x4, Trekking and Cross guises. (5)
43 Fiesta sized Korean car. (3)
44 Volkswagen's baby electric car. (3)
46 Utility vehicle made by Great Wall. (5)
47 The sports and racing arm of Mercedes-Benz. (3)
48 MG estate based upon the Rover 75. (3)
50 Long running Japanese 4x4, recreated as a crossover. (6)
52 Cheapest new diesel car on sale in the UK. (7)
53 _ _ _ conditioning. (3)
54 Plushest edition of the pre-facelift Peugeot 208. (2)
56 Sister car to the 1990s Ford Galaxy. (8)
60 German off-roader that first went on sale here in 1998. (2)
61 The sportiest diesel version of the car made at Saarlouis, Germany. (2)
62 The most famous three letters in the diesel world, for all the wrong reasons at the moment. (3)
63 The fourth emergency service, according to the TV advert. (2)
65 Seven-seat Vauxhall. (6)
66 Pssst - don't mention the Passat. It's been banished from the name. (2)
67 Newest crossover from Lexus. (2)
69 Sister car to the Skoda Rapid. (6)
71 Pumped up estate car adored by country folk, Subaru. (8)
72 The new name for the Mercedes-Benz GL SUV. (3)

Down

1 Golf-sized car sold under both the Chrysler and Talbot brands in the UK. (7)
2 Talented pick-up truck built in Hannover, Germany. (6)
3 Coupé and Roadster made by Audi. (2)
4 Sporty edition of the Ford Escort from the 1990s. (2)
6 Replaced the Nova in 1993. (5)
7 Baby of the Jaguar range, introduced in 2015. (2)
8 New Coupé from Lexus. (2)
9 Trim level of the car featured on page 79. (2)
11 SsangYong trim level equal to midway. (2)
13 Arguably kicked off the MPV trend in Europe. (6)
14 BMW sub-brand that depicts its eco-programme (9, 8)
15 France's new upmarket brand. (2)
16 Launched in the UK in 1999, it's a French van with windows.
18 Three-door edition of the last generation Vauxhall Astra. (3)
23 A level of equipment in a car, usually depicting 'special equipment'. (2)
25 Ford crossover, known as the Escape in the USA. (4)
27 Well known maker of sports alloy wheels. (2)
29 City car that formed the basis of the Aston Martin Cygnet. (2)
31 Babiest Porsche sports SUV. (5)
32 Smallest Toyota, before the Yaris. (7)
34 Short for On-board computer. (3)
35 SEAT-speak for three-door hatchback. (2)
36 The name for Fiat's new medium car. (4)
37 Four-door GT built in Leipzig, Germany. (8)
38 Baby of the Lexus line-up. (2)
40 Only five-door MINI to be available with four-wheel-drive. (10)
45 An acronym that stands for Road Traffic Accident. (3)
48 Sporty hatchback made in the UK between 2001 and 2005. (2)
49 Large car made in Emden, Germany. (6)
51 The official name for the Frankfurt motor show. (3)
52 Long running Hyundai 4x4 at the top of the UK range. (5, 2)
55 Legendary Skoda crossover. (4)
57 Makers of the Civic. (5)
58 Spanish version of the VW Group city car. (3)
59 Sporty French coupé, made in Austria until recently. (3)
64 The original two-seat sports car with metal folding roof. (3)
68 Replaced this year. The sportiest diesel Jaguar. (3)
70 Automatic transmission company. (2)

Crossword

Christmas crossword. It's just for fun, mind, and there's no prizes to be won, but you'll have the satisfaction in knowing that you've completed our festive teaser. If you get stuck, Doctor Diesel is very knowledgeable and on hand to give some clues, he can be contacted at doctordiesel@dieselcar.com. Good luck, Merry Christmas, and don't forget to check next month's issue for all the correct answers.



Christmas GADGET INSPECTOR

Our resident Gadget Inspector passes his time testing the latest products, books, gadgets and gizmos so that you don't have to, and returns this month with a smattering of seasonal gifts

A detailers dream

Gtechniq essential maintenance kit

www.gtechniq.com
uk@gtechniq.com
01327 811015
Price £75



Everyone knows that in order to maintain the value of your car, you need to keep it in tip-top condition. And while maintenance is top of the list when it comes to importance, the way it looks is fast behind. Getting your car regularly polished by a professional soon adds up and thankfully there are more cost effective ways of getting a similar finish. This essential maintenance kit from Gtechniq is perfect for any budding detailer and includes everything you could need, wrapped up in a handy bag. Gtechniq is the brand behind the best paint protection around, Crystal Serum, and in this package you'll find a 500ml bottle of Gwash, a high foam content shampoo, which lubricates the dirt and makes it easier to wash away. For shifting stubborn dirt and brake dust, there's a 250ml container or W6 Iron and General Fallout Remover, as well as a 250ml bottle of T2 Tyre Dressing, to give that 'just out of the showroom' appearance. A 500ml container of Quick Detailer gives extra gloss and durability to the paintwork, while G6 Perfect Glass gives a smear-free finish on both windows and mirrors and comes in a 500ml bottle. Lastly, a 250ml spray of W8 Bug Remover, helps to remove any particularly stubborn critters attached to the front of the car. There's a pair of MF1 ZeroR microfibre buff cloths and an MF2 zero-scratch microfibre drying towel. All packed into a classy bright red bag so that you can store it in the boot of the car, or in your garage, the kit is priced at £75. It's available to buy online at www.gtechniq.com with free delivery to any UK address. If you're struggling to come up with a gift idea this Christmas, it's the perfect present for anyone that takes pride in the presentation of their car, and ideal for a budding detailer.

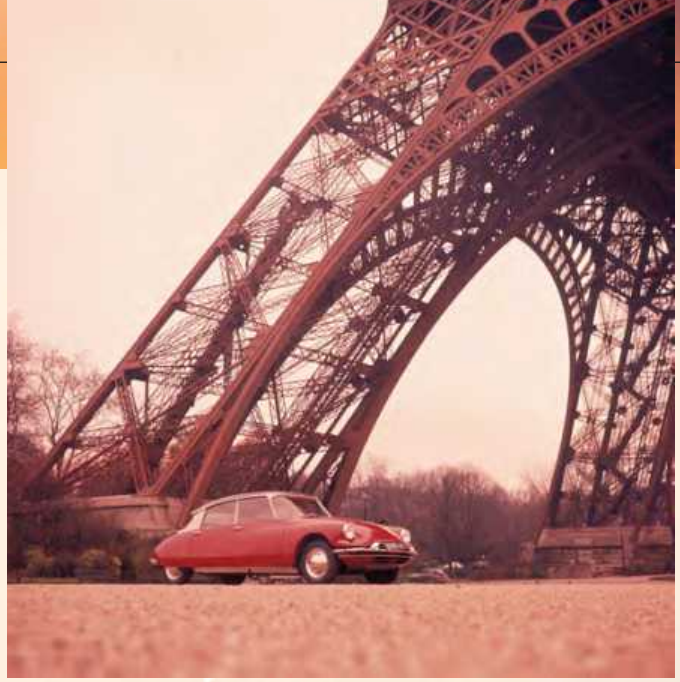


Taxi!

Motor-Mouse London Taxi TX4

www.motor-mouse.net
uk@gtechniq.com
01273 385840
Price £15.99

If you're looking for a fun stocking filler, why not take a look at this computer mouse, in the shape of the traditional black London taxi. Not only do the headlights work, but so does the yellow 'for hire' roof sign, and it's a perfect replica of the London Taxi Company TX4 that you'll see on the streets of London. This wired mouse is suitable for both Mac and PCs, and has an optical sensor of 1000 DPI, which allows for precise and stable movements of the cursor. There's real rubber tyres and it weighs just 62 grams. Priced at a competitive £15.99, it's available to buy online at www.motor-mouse.net.



Paris, DS style

Classic DS experience

www.dsworld.paris
contact@dsworldparis.fr

Prices **Eternal Paris tour**: 1.5 hours - €240
Eternal Paris tour: 3 hours - €400
Romantic Paris tour: 1.5 hours - €285
Romantic Paris tour: 3 hours - €445

Few things shout France, and indeed Paris, like the classic DS. Way ahead of its time and celebrating its 60th anniversary this year, the DS epitomises what is great about chic Paris design, and is as much a fixture of Parisian life as the Eiffel Tower and the Arc de Triomphe. Now visitors to the French capital can experience the charm of a vintage DS 21 with their very own chauffeur to visit all of the important Parisian sights. The tour kicks off at DS World Paris and visits Paris' famous monuments and lasts either an hour and a half or three hours. A maximum of four people can take part, with the price dependent on the length of time and the type of tour, with the Romantic Paris trip costing an extra 45 Euros. There's even a chance to hire a black 1973 DS for a day or even a week, with prices starting at 250 Euros for 24 hours and 150 kilometres, or 1,300 Euros for a week. More information is available by e-mailing DS World Paris at contact@dsworldparis.fr.

Get organised for 2016

Haynes 2016 desk diary



www.haynes.co.uk
haynesd2c@tbs-ltd.co.uk
01206 256101
ISBN number 9 781 78521 055 6
Price £9.99

Haynes manuals are famous for giving step-by-step guides to solving problems with your motor, however, this latest book is designed to get you organised so that issues don't occur in the first place. The Haynes 2016 desk diary is in a large format, similar in design to the legendary workshop manuals. There's a week-to-view presentation on high quality paper, and features cutaway diagrams from the company's historic archives, as well a wealth of automotive data and handy dates to remember. Spread over 160 pages, no self-respecting car enthusiast will be able to resist this diary. It's available to buy direct from Haynes priced at just £9.99.

Keeping up with the Joneses

Bentley Ride On Car



https://shop.bentleymotors.com
0333 247 0241
Price £95

For the little darlings that have everything, this Bentley Continental GT ride on car is the perfect Christmas gift. And we know that they're not diesel powered, yet, but with the upcoming Bentayga SUV going down that route, it can't be long before the rest of the Bentley range follows suit. Suitable for two to four year olds, weighing up to 23 kilograms, this ride on car has a functioning steering wheel and horn, with storage space underneath the seat. The back rest has been engineered as an anti-topple feature and is suitable for both inside and outside use. Priced at £95, it certainly isn't cheap, but what price can you put on a child's happiness.

Silent witness

Philips ADR610 and ADR810

www.philips.co.uk/c-m-li/driving-video-recorder
Price £98.95 and £159.95 with free delivery

The roads are becoming ever more crowded with hazards at every turn, and though it may not be your fault, it's inevitable at some stage that you'll be involved in an accident. But with more and fraudsters on the roads, attempting to make some easy money, liability will come down to your word against theirs. But you can fight back by equipping your car with a dashboard camera, and these latest products from Philips are available at relatively affordable prices. Plugged into the cigarette lighter or power socket, both units automatically record as soon as the car is started up, with the time and date stamped automatically to avoid any ambiguity in the event of an incident. All of the footage is recorded in 1080 high definition, at a rate of 30 frames per second, with both the units able to operate in low light, with good visibility at night. In the event of an incident, both dash cams have an LCD screen where you can play back the footage instantly, resolving disputes straight away. The ADR610 features a 150 degree lens and two-inch screen and costs £98.95, while the 156-degree super-wide



angle camera of the ADR810 features a larger 2.7-inch LCD screen and is priced at £159.95, both including free delivery, though memory cards for aren't included. Available to order now via www.powerbulbs.co.uk, more information is contained on the Philips website.

The High Mile Club

2001 Volvo S80 2.5D

started a new career as a
te chauffeur in 2001, Rod Green
eded to buy a new car – and it
e something a bit posh. Says
s were professional people who
transported in luxury, so I had
ıg with a premium badge and
inside. Instead of buying a car,
one, and after approaching a
ad been recommended, I was
gistered S80 2.5D with less than
clock, so I snapped it up".
d several Volvos before, Rod
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service intervals, Rod's Volvo would need to visit a garage eight times each year, or once every six weeks. Rod adds: "I never skimped on the servicing, but I never used main dealers. By using independents exclusively, I got a much more personal service and I paid a lot less too. With 350,000 miles on the clock, a piece of grit damaged a drive belt and wrecking the engine into the bargain. The specialist I use sourced a reconditioned engine and fitted it within a week. I don't think a main dealer would have matched the level of service I got, and certainly not the cost, when I needed it the most".

Once the S80 got to the end of its four-year lease period, Rod bought it for £1,000, and continued to run it until 2009, by which point it had covered almost 600,000 miles. He then sold on the car, replacing it with another
time a 2007







original S80 was fitted with an Audi-sourced 2.5-litre five-cylinder engine, but its replacement had Volvo's own 2.4-litre unit. While the newer car had a tighter lock on it, a bigger boot and rear doors that opened wider – all of which were very useful – it wasn't nearly as economical as the Audi unit. When you're racking up 80,000 miles a year, fuel consumption is a big factor; my annual bill for buying diesel was £22,000".

Despite not bonding with his newer S80 quite so well, Rod still did over 300,000 miles in it – and it was already two years old with 50,000 miles on the clock when he acquired it.

At the end of 2014, Rod was about to retire when his son presented him with a present; his original S80, which he'd bought back. Says Rod: "By now the car had done over 690,000 miles and it was looking a little scruffy. It was still running superbly though, using no oil and still running on the clutch I'd had fitted with the replacement engine. It has needed a new alternator recently and the suspension was tired so it's all been replaced. But with the annual mileage now set to drop to around 5,000, the car is moving into retirement with me. I'd like to see one million miles on the odometer, but as that would take about 60 years, I don't think it's going to happen".

Richard Dredge

Have you got a high mileage diesel car that you would like to see featured? Drop the editor a line at: editorial@dieselcar.com

The Extra Mile



We've looked at running-in previously and advised that, on good authority, there's really very little danger in being fairly ambitious with use of the throttle once the critical first 300 or so miles have been clocked up on a new engine, as long as you then progressively increase the power demand and ensure that the engine is fully warmed up first. In fact some early (at 300 miles plus) fairly hard work for the engine is quite critical, to achieve the best running-in results. This may present a problem for short run drivers, who really do need to make the effort to do some longer journeys at decent cruising speeds, for their engines may otherwise never perform to their best potential.

Referring to some past fuel consumption records of several new cars over a number of years, there's generally a picture of their fuel consumption improving over the first 30,000 miles, by something of the order of four to eight per cent, although there's one exception where the fuel economy of a garage ex-demonstrator, bought at 6,000 odd miles, failed to show any significant change over the next 25,000 miles. We're guessing that it was run-in enthusiastically by the dealer!

It's rather a funny business though, this running-in, and there are still some intangibles that don't appear totally supported by conventional explanations of reduced friction in critical engine areas, as rubbing parts bed in. It has always been suggested that a nice thin coating of carbon, rather than bright shiny new metal, aids combustion efficiency – so where do detergent fuel additives fit in with this, for example? Maybe you're best advised to stick to un-additised fuel for the first tankful? We'll check that one out and get back to you on that! But many cylinder walls and piston rings now have special coatings to reduce friction, and a far better quality of micro-surface finish than in times past, and with roller bearings (such as in-valve activating cam followers) where in past times simple hardened metal bearings were used, all lubricated with (usually synthetic) oils of vastly better quality.

Yet that running-in period when future engine efficiency is determined still undeniably exists. One valid argument for enthusiastic and rapid running-in says that the piston rings will not bed in with the cylinder walls if the gas pressure during cylinder compression is not high enough to press the rings against the cylinder, and you won't achieve that without a decent bit of throttle, and some good turbocharger pressure to assist! But the service life of a good diesel engine, regularly serviced, properly run in, and driven with due mechanical sympathy, is probably well in excess of 100,000 miles – and there's plenty of evidence that such engines are actually in their prime at 40,000 miles and beyond, all the way towards the 100,000 mile mark. This all suggests, then, that alongside the significant savings in depreciation, a good used car with a full service history bought with around 30 to 40,000 miles on the clock is a great investment. It offers better fuel economy than a new car, and has also had any new car niggles sorted out by the time you buy it. This is particularly relevant for those who may not be able to easily do those longer runs that help run in a new engine properly, and an ex-fleet car that's been given healthy exercise and serviced regularly makes a very good buy. You'll want to be fairly selective mind, check those service records, and make all the usual checks that we advise in our used car buyer's guides. You might need to accept the almost inevitable minor bodywork marks that you won't get with a brand new car; but you won't have to suffer that new car stress every time you park up at the supermarket. You'll be able to immediately go out and drive it as you wish, slow or fast, and with a genuine fuel economy bonus over any brand new car is pretty well guaranteed.

> "... many cylinder walls and piston rings now have special coatings to reduce friction..."

Victor Harman

DIESEL TUNING IS CLOSER THAN YOU THINK...

tunit DIESEL PERFORMANCE

Tunit Installation centres near you:

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- Barrow In Furness
- Blackpool
- Bonnybridge
- Chorley
- Conway
- Clapham
- Dronfield
- Dumfries
- Glasgow
- Glenrothes
- Harrogate
- Huddersfield
- Inverness
- Isle of Man
- Leeds
- Macclesfield
- Manchester
- Newcastle Upon Tyne
- Nottingham
- Penrith
- Preston
- Rothesy
- Southport



SOUTH, MIDLANDS, WALES AND IRELAND

- Abergele
- Barnstaple
- Baldock
- Birmingham
- Brierley Hill
- Cardiff
- Chesham
- Co. Down
- Colchester
- Crawley
- Croydon
- Diss
- Dorking
- Felixstowe
- Forrest of Dean
- Gillingham
- Isle of Wight
- Kidderminster
- Kings Lynn
- Poole
- Plymouth
- Portsmouth
- Reading
- Rye
- Swindon
- Tunbridge Wells
- Uckfield
- Western Super Mare
- Winchmore Hill
- Wymondham
- Yeovil





TRY OUR NEW DIESEL POWER PLUS FUEL ADDITIVE

Cetane booster to improve performance and fuel economy

FOR MORE INFORMATION ON TUNIT OR FINDING A DISTRIBUTOR NEAR YOU CONTACT:

01257 274 100 INFO@TUNIT.COM WWW.TUNIT.COM

SUPERMARKET SWEEP

Everyone knows that cars lose a fortune as soon as you drive it off the dealer forecourt, and so canny buyers will seek out ways of getting the latest registration plate, while keeping the initial loss to a minimum. One way is to seek out pre-registration bargains on sale at local dealers and car supermarkets. Their name may well be the first owner on the registration document, but to friends and family it'll look like you've splashed out and bought a brand new car on the latest registration plate, and you'll have a smug grin on your face knowing how much cash you've saved yourself. Our researchers have scoured the classifieds to find the biggest bargains on pre-registered models so you don't have to.

DIESEL DEALS

Nissan Note Visia 1.5 dCi
Age 2015 (65-plate) **Mileage** 4 miles
Price when new £14,280 **Price now** £9,999
Saving £4,281 **Discount** 29%
Where Colin Appleyard Nissan, Keighley (01535 435938)

Small cars don't come more space efficient than this cut-price Nissan Note.



SUB 100G/KM PETROL POWER

Renault Twingo Dynamique SCe 70
Age 2015 (65-plate) **Mileage** 10 miles
Price when new £10,995
Price now £8,200
Saving £2,795 **Discount**: 25%
Where Renault Wirral (0151 382 8466)

Impress your friends by saying you've bought a rear-wheel-drive car like the Porsche 911.



ALTERNATIVE FUEL OPTION

Mercedes-Benz E 300 BlueTec Hybrid AMG Night Edition
Age 2015 (65-plate) **Mileage** 10 miles
Price when new £43,175 **Price now** £35,920
Saving £7,255 **Discount** 16%
Where Mercedes-Benz, Dorchester (01305 248952)

Cracking piece of executive kit, now discontinued because it doesn't meet Euro-6 regulations.



SECRET SERVICE

Maintenance costs are something that buyers rarely factor in when deciding the affordability of the new car that they are buying, and yet the annual service is a necessary evil if you want to keep your coveted car in tip-top shape and the service book correctly stamped. Many owners blindly trust that the price quoted at their local dealer is the best it can be, but shop around and you could see the costs tumble. Here we examine how much it will cost you to get a popular car serviced, at 16 key locations spread right across the country. Our researchers spoke to main dealers to compare the costs of getting an 18,000 mile, first-year service completed on a 2014 Nissan Juke 1.5 dCi.

Usefully for Nissan owners, all dealers quoted a fixed price of £159.00, inclusive of VAT, to service the Juke, in common with other models in the range. So assuming that you don't have any other items to fix that wouldn't be included within the service, there's no incentive to shop around, apart from perhaps for better customer service. For additional repairs that wouldn't fall under the first service banner, the hourly labour rate is quite important, and predictably it is at its most expensive in the city, though interestingly Manchester was an exception to the rule, with a price at the lower end of the cost spectrum at £88.80 per hour. But overall it was the dealers in Belfast and York that were cheapest at £84.00 each. KAP Folkestone, the closest Nissan dealer to Dover, impressed thanks to its super friendly and cheerful service advisor, and the lady we spoke to at Desira in Norwich explained clearly and carefully exactly what was involved in the service, grabbing the award for most informative in this month's servicing survey.



	DEALER NAME	TOTAL COST INCLUDING VAT	LABOUR PRICE PER HOUR INCLUDING VAT	
Belfast	Hurst	£159.00	£84.00	CHEAPEST HOURLY LABOUR RATE
Birmingham	Birmingham Central	£159.00	£123.63	
Cardiff	Wessex Garages	£159.00	£106.80	
Dover	KAP Folkestone	£159.00	£96.00	FRIENDLIEST
Glasgow	Macklin Motors	£159.00	£96.00	
Lincoln	Marshall	£159.00	£104.40	
London (West End)	London West	£159.00	£130.42	MOST EXPENSIVE HOURLY LABOUR RATE
Manchester	West Way	£159.00	£88.80	
Milton Keynes	Glyn Hopkin	£159.00	£114.00	
Newcastle Upon Tyne	Benfield	£159.00	£120.00	
Norwich	Desira	£159.00	£96.00	MOST INFORMATIVE
Plymouth	Vospers	£159.00	£100.00	
Portsmouth	WKB	£159.00	£108.00	
Southend-on-Sea	Toomey	£159.00	£96.00	
Swindon	Fish Brothers	£159.00	£99.00	
York	Alexanders	£159.00	£84.00	CHEAPEST HOURLY LABOUR RATE

TOP TIP!

Preparation is key

Once you've made your mind up that you want to change your car, most will take the easy route to getting rid of the old one, by trading it in to the same garage. But maximising the amount of money that the dealer will give you for your car is essential to keep costs in check. With a few moments advance preparation, you can make sure it is in tip-top condition and looking its finest.

An hour spent giving the car a wash and vacuum, and making sure that it smells nice inside, will reap rewards when it comes to the salesman assessing your car. If you're pushed for time, don't have access to a hose, or just plain lazy, there are hand car washes



virtually on every street corner. A fiver to clean the outside, assuming it isn't an MPV or 4x4, will usually do the trick, with £10 for both inside and out. Most of them will give your tyres some blackening to give the freshly valeted and cared for look, too.

But do spend those few minutes giving your car some extra TLC, as you'll reap the rewards when the assessment is done to value your car. Present a dirty, shabby car to the dealer and they will delight in offering you much less. Use the same psychology when buying your next car, too, and offer less if it isn't presented in tip-top condition. More often than not you can assume that a meticulously presented car will have been serviced and cared for in a similar way, making it a great future buy, whereas a dirty, example may well have been treated that way on a day-to-day basis.

AUCTION FLOOR FOCUS

New for this month. We take an in-depth look at the prices paid on the auction floor for this month's target car, the Citroën DS 3, and examine a variety of different aged cars, with varying mileages and a cross-section of different trim levels and bodystyles.

Year/Plate	Model	CO2	Colour	Mileage	Price £
2010/10	DStyle 1.6 HDi 90	104	Red	60,463	£4,700
2012/12	DSport 1.6 e-HDi 115	101	Red	97,389	£5,000
2012/12	DStyle 1.6 e-HDi 90	98	Black	55,636	£5,200
2010/60	DSport 1.6 HDi 110	118	Silver	46,377	£6,150
2013/63	DSport Plus 1.6 e-HDi 115	99	Blue	66,419	£7,600
2012/12	DSport Plus 1.6 e-HDi 115	101	White	26,839	£8,200
2014/14	DStyle 1.6 e-HDi 90 Cabrio	90	Red	5,327	£9,350
2014/64	DStyle Plus 1.6 e-HDi 90 Cabrio	95	Blue	9,046	£9,400
2014/14	DStyle Plus 1.6 e-HDi 90	90	Black	6,905	£9,600
2013/13	DSport 1.6 e-HDi 115	101	White	15,365	£9,600
2015/15	DStyle Plus 1.6 e-HDi 90	90	Black	3,096	£10,350
2014/64	DSport Plus BlueHDi 120	94	Yellow	7,743	£10,800



Caught in the classifieds

1990 (G) Citroën BX 19 TGD



The Citroën BX was one of the best respected medium-sized diesel cars on sale in the 1990s, and no doubt partly responsible for the rise in popularity of diesel fuel. Superb refinement and excellent parsimony made it a popular choice for company car drivers and private motorists alike. While most have gone to the scrapyard in the sky, this 1990 G-registered car caught our eye, not only because it is so well preserved, and has a low mileage of just 34,600 miles, but because its price tag is eye-wateringly high at £2,295. DVLA statistics suggest that 33 examples of this manual gearbox car exist, with a further 100 registered as SORN and in an unknown condition.

TOTAL RECALL

With modern cars so complex, it is understandable that from time-to-time car makers get things wrong and need to recall cars back to the main dealers to put them right. But far from this being a bad thing, it actually shows that those car manufacturers are committed to ensuring that cars function as they should, and are as safe as they can be. In this section, we list the latest recalls that have been announced by the car manufacturers, in association with the DVSA, previously known as VOSA. If your car appears on the list, we recommend that you contact your local main dealer without delay, to arrange for any rectification work to take place, as some will impact on the car's roadworthiness and safety. More information can be found at: www.dft.gov.uk/vosa/apps/recalls/default.asp

Model	Recall reason	Recall date	Build dates affected	Recall reference number
Chrysler 300C	Driver's side airbag may fail to deploy correctly	23/10/2015	From launch to 22/08/2011	R/2015/180
Honda Jazz Hybrid	Driver's airbag may rupture if deployed	23/10/2015	02/01/2007 to 28/12/2011	R/2015/143
Honda Insight	Driver's airbag may rupture if deployed	23/10/2015	02/01/2007 to 28/12/2011	R/2015/143
Jeep Grand Cherokee	Engine may stall	23/10/2015	01/08/2011 to 31/07/2013	R/2015/184
Land Rover Freelander 2	Fire may occur	07/10/2015	19/05/2008 to 02/06/2008	R/2015/186

It seemed like a good idea at the time...

Hyundai Getz Cross



The idea of pumping up the styling of the Hyundai Getz sounds like a great idea, with the firm wanting to cash in on the popularity of SUV and crossover vehicles. So cue some extra aggression, add chunky black plastics, raise the ride height, and give the car a funky name. But that's where the grand plan came crashing down, at least in English speaking countries anyway, as Hyundai decided to use the Cross name for the beefier version of its Getz (you might need to say it out loud to get it). Thankfully Hyundai UK didn't import this amusingly named vehicle into the UK, and instead you'll need to travel to Germany or select European Countries to see the Hyundai Getz Cross, which was sold from 2006 until 2009.

AUCTION WATCH

MANHEIM AUCTIONS, November 2015

Our used car experts trawl the car auction halls, delivering real prices from the auction floor, so that you can be better prepared when you come to buy your next car. By finding out how much the second hand dealers are paying for their forecourt stock, you can calculate the kind of price that you'll have to offer for your next car. Armed with this pricing information you can haggle harder and chip as much off the asking price as possible.

Year/Plate	Model	CO_2 G/KM	Colour	Mileage	Price £
2009/59	Alfa Romeo Brera 2.4 JTDM	179	Red	80,423	£5,600
2011/11	Alfa Romeo Giulietta 1.6 JTDM-2 Veloce	114	Grey	34,490	£7,050
2011/61	Audi A1 Sport 1.6 TDI 3-door	105	Red	20,423	£10,250
2010/60	Audi TT Coupé S line 2.0 TDI quattro	139	Blue	61,583	£11,500
2012/12	BMW 120d Sport Plus Edition Coupé Automatic	140	White	13,776	£13,500
2007/07	BMW 335d SE Coupé Automatic	200	Blue	56,964	£9,100
2008/08	BMW 520d SE Automatic	149	Red	32,232	£8,200
2012/12	Chrysler 300C 3.0 V6 CRD Executive	191	Blue	29,159	£15,000
2013/63	Citroën C3 Picasso VTR+ HDi 90	107	Grey	5,846	£6,600
2012/12	Ford B-MAX Titanium 1.6 TDCi	104	Black	11,379	£7,300
2010/10	Ford Fiesta Zetec 1.4 TDCi 5-door	110	Red	70,148	£3,400
2010/60	Ford Focus Titanium 1.6 TDCi 5-door	115	Silver	44,511	£5,200
2011/11	Ford Ka Zetec 1.3 TDCi	112	Black	63,378	£3,350
2010/60	Honda Accord 2.2 i-DTEC EX	149	Silver	41,503	£8,700
2009/09	Honda CR-V ES 2.2 i-CTDi	173	Black	87,282	£5,650
2010/60	Hyundai ix35 Style 2.0 CRDi 4WD	149	Grey	89,995	£5,500
2010/10	Jaguar XF 3.0 V6 Diesel Premium Luxury	179	Grey	59,363	£11,750
2009/59	Jaguar X-Type 2.2 Diesel SE Automatic	184	Blue	64,546	£5,600
2010/10	Jeep Patriot 2.0 CRD Sport	180	Black	81,249	£4,800
2008/08	Kia Sorento Titan 2.5 CRDi Automatic	228	Silver	92,288	£6,050
2010/10	Kia Soul Tempest 1.6 CRDi	137	Silver	61,190	£3,650
2003/53	Land Rover Discovery Td5 XS Automatic	284	Blue	65,332	£5,700
2008/58	Land Rover Freelander 2 2.2 TD4 HSE Automatic	224	Red	55,674	£11,800
2008/08	Lexus IS 220d SE	168	Blue	66,299	£4,850
2012/12	Mazda CX-5 2.2 Sport Nav Diesel (175) AWD	136	White	79,935	£10,800
2010/60	Mazda3 1.6 Diesel TS2 5-door	119	Grey	53,454	£4,800
2009/59	Mazda6 2.2 Diesel Sport (185) 5-door	149	White	73,441	£5,000
2003/03	Mercedes-Benz A 170 CDI Avantgarde LWB Automatic	156	Silver	28,178	£1,850
2011/60	Mercedes-Benz C 220 CDI Sport	161	Black	33,671	£11,300
2011/61	MINI Countryman Cooper SD ALL4	130	White	56,315	£10,100
2012/62	MINI Coupé Cooper SD Automatic	139	Orange	11,957	£11,500
2011/61	Nissan Juke Tekna 1.5 dCi	134	Black	23,534	£8,500
2009/09	Nissan Qashqai Acenta 2.0 dCi 4WD	184	Orange	37,908	£6,800
2008/08	Nissan X-Trail Arctix Sport Adventure 2.0 dCi (150)	216	White	57,613	£8,350
2009/59	Peugeot 308 Coupé-Cabriolet SE 1.6 HDi 110	138	Blue	42,258	£5,450
2011/11	Peugeot 508 Active 1.6 HDi 112	124	Black	30,764	£4,750
2003/03	Peugeot 607 S 2.2 HDi Automatic	193	Grey	48,035	£850
2007/07	Renault Grand Espace Initiale 3.0 V6 dCi Automatic	254	Green	41,021	£4,200
2009/09	Renault Koleos Dynamique S 2.0 dCi (150) 2WD	191	Silver	45,570	£4,050
2010/10	Renault Laguna Coupé TomTom Edition 2.0 dCi (150)	157	Grey	69,213	£5,100
2009/09	Saab 9-3 Turbo Edition 1.9 TiD (150)	174	Silver	60,351	£3,200
2010/10	SEAT Ibiza FR 2.0 TDI 5-door	119	White	28,735	£6,350
2010/60	Skoda Yeti Elegance 2.0 TDI CR (110)	140	Black	50,666	£6,700
2013/13	Toyota RAV4 Icon 2.2 D-4D	149	Black	11,344	£15,000
2009/59	Vauxhall Insignia Sports Tourer SE 2.0 CDTi (160)	159	Grey	84,755	£4,300
2011/11	Volkswagen Passat Sport 1.6 TDI	114	White	8,815	£10,500
2010/60	Volkswagen Polo SE 1.2 TDI 3-door	109	Blue	25,938	£5,000
2010/10	Volkswagen Scirocco GT 2.0 TDI (140)	134	White	47,100	£9,350
2009/59	Volvo C30 2.0D R-Design	151	White	46,243	£6,350
2012/12	Volvo XC90 D5 SE Nav Automatic	215	Bronze	31,128	£20,200

REMEMBER THIS



Fiat Uno

The Uno got off to a great start by winning European Car of the Year, just months after its launch in 1983. Designed by Giorgetto Giugiaro's styling firm, ItalDesign, it won praise for its exceptional spaciousness as a result of its upright, boxy, styling. And yet it was quite aerodynamic for its time, achieving a drag co-efficient of 0.34. Replacing the Fiat 127 in the company's line-up, the Uno was offered with a choice of three- or five-door hatchback designs, and initially with petrol power only. It wasn't until 1987 that a diesel engine was launched, sold with a single 58bhp 1.7-litre naturally aspirated engine. Initially sold in moderately equipped 60DS five-door guise only, it wasn't until the facelifted model was unveiled in 1990 that the line-up expanded to incorporate a more basic 60D version that was paired to the three-door body. In February 1994, eighteen months before the Uno was discontinued, the range was paired back to a single model called Start. Understandably it is this run-out model that is most plentiful, with 15 examples taxed and registered with the DVLA. That compares to a pair of 60DS editions and a couple of 60D versions. A further 68 are registered as SORN and therefore in an unknown state.

19

Diesels Remaining

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USED CAR BUYER'S GUIDE

FIAT PANDA 1.3 MULTIJET

2012-ONWARDS FROM £4,200

The third generation Panda is a very different animal to the car that was first revealed all the way back in 1980. While it's still a city car, quality has taken a significant leap forward, and it comes with five doors. Unusually, Fiat chose to produce the new Panda at its Pomigliano d'Arco plant in Italy, whereas its predecessor was made in low-cost Poland. Negotiations between the Italian Government and Fiat meant that the company gave undertakings that it wouldn't close any factories in its native country.

Marginally larger than the second-generation car, there's an overriding theme throughout, and that's squircles. What are they you may ask, and of course they are interestingly styled square circles that feature virtually everywhere you look, both inside and out. When the new Panda arrived in UK showrooms early in 2012, diesel fans were offered a single 74bhp edition of the 1.3-litre MultiJet engine and paired to a trio of trim levels – Pop, Easy and Lounge. Pop buyers get body-coloured bumpers, daytime running lights, electric front windows, key-operated central locking and a CD player, though it's disappointing that you'll have to pay for an extra seat belt if you want to carry five passengers, and you'll have to dig even deeper for a spare wheel, because only a tyre repair kit comes fitted as standard. Mid-range Easy trim comes with roof rails, air conditioning, remote central locking, rear head restraints, and an extra pair of speakers that add up to six in the mid-range car. Most buyers will want to opt for Lounge specification though, as you get 15-inch alloy wheels, front fog lights, and body coloured electric and heated door mirrors, as well as side mouldings and colour coded door mirrors and handles. Key optional extras include a panoramic glass roof, rear privacy glass, a heated front windscreen and Bluetooth mobile phone connectivity. Early cars didn't come with electronic stability programme, though mid-way through the car's life, it was added to the standard equipment list.

Trekking models arrived in dealers early in 2013 and featured a more rugged body kit, as well as Traction+, which delivers additional grip in slippery conditions by braking a front wheel if wheel spin is detected in mud, snow and ice. Equipment levels are broadly in line with the Lounge model, but with the addition of Bluetooth mobile connectivity and the company's Blue&Me audio system. It's a similar recipe for the 4x4 editions, though they can be picked out by their smoked coloured alloy wheels and rugged mouldings that say 4x4 along the side.

PARTS PRICES

	OFFICIAL FIAT PARTS PRICES	EUROCARPARTS PRICES
Air filter	£29.50	£7.02 to £11.44
Battery	£143.90	£46.74 to £127.20
Brake discs – front (each)	£101.90	£10.58 to £31.14
Brake discs – rear (each)	£47.05	n/a
Brake pads – front	£89.39	£32.14
Brake pads – rear	£73.44	£21.53 to £24.95
Exhaust gas recirculation (EGR) valve	£324.77	n/a
Fuel filter	£54.00	£11.93 to £20.51
Headlight	£232.32	£102.48
Mass air flow (MAF) sensor	£358.18	n/a
Oil filter	£21.44	£5.29 to £11.88
Rear light cluster	£98.40	£58.06
Windscreen wipers (pair)	£38.88	£19.96 to £32.44

TECHNICAL SPECIFICATIONS

Made in Pomigliano d'Arco, Italy

Configuration

Hatch/Trekking: 5-door hatchback, 4-seats, front-wheel-drive

4x4/Cross: 5-door hatchback, 4-seats, four-wheel-drive

Drivetrain 1248cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start

Transmission 5-speed manual

Power output

Hatch/Trekking/4x4: 74bhp @ 4,000rpm

Cross: 79bhp @ 4,000rpm

Maximum torque 140lb ft @ 1,500rpm

Top speed

Hatch: 104mph Trekking: 100mph 4x4/Cross: 99mph

0-62mph

Hatch: 12.8 secs 4x4: 14.5 secs Cross: 14.3 secs

CO_2 emissions (VED band)

Hatch: 104g/km (B) Trekking: 109g/km (B)

4x4/Cross: 125g/km (D)

Economy (urban/extra urban/combined)

Hatch: 60.1/80.7/72.4mpg

Trekking: 58.9/74.3/67.3mpg

4x4/Cross: 56.5/61.4/60.1mpg

Fuel tank size/range

Hatch: 37 litres/589 miles

Trekking: 35 litres/518 miles

4x4: 35 litres/463 miles

Insurance group

Hatch/Trekking/4x4: 7 Antarctica: 8 Cross: 9

Size (Length/width without mirrors)

Hatch/Trekking/4x4: 3,686/1,882mm

Cross: 3,705/1,882mm

Boot space (minimum/maximum) 225/870 litres

Kerb/maximum towing weight

Hatch/Trekking: 1,100/900kg

4x4: 1,190/900kg Cross: 1,155/900kg

Euro NCAP crash test rating

Hatch/Trekking/4x4 ★★★★



MODEL **HISTORY** FIAT PANDA TIMELINE

August 2011	First pictures of Panda revealed
September 2011	Panda is unveiled to the public at the Frankfurt motor show
February 2012	Prices are announced and first examples arrive in UK showrooms
August 2012	The first photographs of the Panda 4x4 are shown
September 2012	Panda 4x4 makes its debut at the Paris motor show
December 2012	Prices for both the Trekking and 4x4 versions are announced
January 2013	The first Trekking and 4x4 models turn up at British dealers
January 2014	Special edition Panda 4x4 Antarctica goes on sale. Just 300 examples made for the UK
March 2014	Panda Cross 4x4 revealed at the Geneva motor show with unique styling
October 2014	First Panda Cross models arrive in showrooms

Produced to celebrate 30 years of the Panda 4x4 and half a million sales, Fiat launched an Antarctica edition complete with penguin motifs along the side. Only available with white paintwork, a black roof and orange door mirrors, the interior featured grey and orange upholstery, rear privacy glass and 60:40 split/folding rear seats. Just 300 examples were made, both petrol and diesel, with approximately 100 made in diesel guise for the UK market. In common with the previous generation Panda Cross, the latest version features unique chunkier styling both front and rear, and is offered with some more striking colour choices. There's the choice of three off-road modes, and standard fitment of mud and snow tyres. The engine has been upgraded, too, with an extra 5bhp on offer, with a maximum power figure of 79bhp at 4,000rpm.

Owning

The Panda has very few rivals, especially in four-wheel-drive guise, and that's maybe why the diminutive car has been so popular in the UK. Its blend of toughness and go anywhere ability makes it totally unique in this segment. Perhaps its nearest rival is the larger Dacia Duster, though that car hasn't anywhere near the charm that this baby Fiat has.

And despite its compact dimensions, there's an incredible amount of space on offer, all aided by the wide opening doors – five in total, including the rear hatch. Average sized adults will fit in just fine, though they won't want to sit behind taller drivers for any length of time. The fact that Fiat charges extra for a fifth seatbelt as an optional extra is largely academic because it's unlikely that you'll want to squeeze a third passenger in the back.

The Panda is at its best in the city, where its compact size means you can dart in-and-out of traffic, and maneouvre into tiny parking spaces. The steering is light, and there's a button on the dashboard that lightens it even further should you want to do so. The driving position is elevated and close to spot on thanks to a gear lever that extends from the dashboard, meaning it's incredibly comfortable to drive. All of the materials used inside are of the hard variety, but feel solid and built-to-last. The squircles theme continues on the inside of the car and is a neat, interesting touch. Boot space is reasonable considering its compact size, though you'll need to pay extra if you want to fold the rear seats down in a 60/40 fashion.

At motorway speeds the engine makes itself known and wind noise is quite prevalent, however, it's unlikely that most Pandas will find their way out of the town centre. 4x4 models are incredibly capable off-road, tackling rough conditions that many larger SUV owners would say no to. For anyone that lives down a country lane or out in the country, the Panda 4x4 makes a reassuringly good winter mode of transport that will keep you going long after most vehicles have given up.

Running costs

As its one of the most compact diesel cars on



Panda Trekking adopts a chunkier bodykit



Panda 4x4 gives go-anywhere ability

the market, buyers can expect similarly small bills, with front-wheel-drive editions costing just £20 a year for vehicle excise duty, and the four-wheel-drive versions a little higher at £110 per annum. This translates into fuel economy figures in the late 50s for regular hatchback editions, marginally lower for the pseudo-4x4 Trekking versions, and mid-40s for the 4x4 models. Careful use of the throttle and more extreme eco-measures can raise these figures even further, nudging closer to the claimed figures. Insurance costs are relatively small on all editions, with all but the Antarctica and Cross models falling into a lowly group seven, with the Antarctica in group eight, and the alternatively styled Cross 4x4 model a group higher.

Panda servicing isn't as straight forward as it is with most cars, as all versions made up until May 2014 needed servicing every two years, or 21,000 miles, whichever came sooner. But after that crucial date, the intervals were revised to every year or 12,000 miles. Warranty coverage is for the first three years of the car's life, without a limit to the mileage, and so the earliest cars will now begin to fall outside of the original warranty period. Make sure that you shop around for a good price for servicing, playing one garage off against another, but don't rule out your local Fiat dealer as not being competitive, as they will be the only ones able to upload the latest software to the car, and its expert technicians will often complete the work in a faster time than other garages, reducing the labour costs. Always ask if the garage's price is their best one, as a bit of canny negotiation can often see the price tumble.

Doctor Diesel says...

Greatest enthusiasm for the latest Panda 1.3 MultiJet is found with owners of the 4x4 models – there's even a facebook community for the Panda 4x4 – where the power and torque delivery of the MultiJet engine offers fine off-road capability that's rarely found at this price level. These all-wheel-drive models represent by far the majority of purchases, although there's nothing





> Always ask if the garage's price is their best one, as a bit of canny negotiation can often see the price tumble.





Special Panda Antarctica features a Penguin motif on the side



Panda Cross features unique and more rugged styling

	2012/61 48,000 MILES	2012/12 42,000 MILES	2012/62 36,000 MILES	2013/13 30,000 MILES	2013/63 24,000 MILES	2014/14 18,000 MILES	2014/64 12,000 MILES	2015/15 6,000 MILES	
1.3 MULTIJET POP	£4,200	£4,400	£4,700	£5,300	£5,500	£6,300	£6,600	£7,500	Trade-in
	£4,500	£4,800	£5,000	£5,600	£5,900	£6,600	£6,900	£7,800	Private sale
	£4,900	£5,200	£5,400	£5,900	£6,200	£6,900	£7,200	£8,200	Independent dealer
	£5,300	£5,500	£5,700	£6,300	£6,500	£7,300	£7,700	£8,600	Franchised dealer
1.3 MULTIJET EASY	£4,500	£4,700	£4,900	£5,600	£5,900	£6,700	£7,000	£7,900	Trade-in
	£4,800	£5,000	£5,300	£5,900	£6,200	£6,900	£7,300	£8,200	Private sale
	£5,200	£5,500	£5,700	£6,300	£6,500	£7,300	£7,700	£8,600	Independent dealer
	£5,600	£5,800	£6,000	£6,700	£6,900	£7,700	£8,100	£9,100	Franchised dealer
1.3 MULTIJET LOUNGE	£4,800	£5,000	£5,200	£6,000	£6,200	£7,100	£7,400	£8,400	Trade-in
	£5,100	£5,300	£5,600	£6,300	£6,600	£7,400	£7,700	£8,800	Private sale
	£5,600	£5,800	£6,100	£6,700	£6,900	£7,800	£8,100	£9,200	Independent dealer
	£6,000	£6,200	£6,400	£7,100	£7,400	£8,200	£8,600	£9,700	Franchised dealer
1.3 MULTIJET TREKKING	-	£5,600	£5,800	£6,600	£6,900	£7,900	£8,200	£9,500	Trade-in
		£6,000	£6,200	£7,000	£7,300	£8,200	£8,600	£9,900	Private sale
		£6,500	£6,700	£7,400	£7,700	£8,600	£9,000	£10,400	Independent dealer
		£6,900	£7,100	£7,900	£8,200	£9,100	£9,600	£11,000	Franchised dealer
1.3 MULTIJET 4X4	-	£6,400	£6,700	£7,600	£8,000	£9,100	£9,500	£10,800	Trade-in
		£6,900	£7,200	£8,100	£8,400	£9,500	£9,900	£11,200	Private sale
		£7,500	£7,800	£8,600	£8,900	£10,000	£10,400	£11,800	Independent dealer
		£8,000	£8,200	£9,100	£9,400	£10,500	£11,000	£12,400	Franchised dealer
1.3 MULTIJET ANTARCTICA 4X4	-	-	-	£7,900	£8,300	£9,400	£9,900	£11,200	Trade-in
				£8,400	£8,800	£9,800	£10,300	£11,700	Private sale
				£8,900	£9,200	£10,300	£10,800	£12,300	Independent dealer
				£9,500	£9,800	£10,900	£11,500	£12,900	Franchised dealer
1.3 MULTIJET CROSS 4X4	-	-	-	-	-	£9,800	£10,300	£11,700	Trade-in
						£10,300	£10,800	£12,200	Private sale
						£10,800	£11,300	£12,800	Independent dealer
						£11,400	£12,000	£13,500	Franchised dealer

All of the used car values assume that the car is in excellent condition for the year, with no damage either internally or externally. That the car has been fully maintained using the manufacturer's original parts, with receipts and stamps in the service book to prove this. If this isn't the case, you will need to reduce the value accordingly.

RECALLS

APRIL 2015

It was identified that the front seatbelt anchorage links may not have been made to the correct specification for cars built between 1st September and 20th November 2014, and so cars were recalled to dealers for inspection, with the anchorage links replaced should it be necessary.

More information is available at: http://www.dft.gov.uk/vosa/apps/recalls/default.asp?tx=VOSA

wrong at all with the regular front-wheel-drive Pandas, which are reliable and can be fantastically economical, if relatively rare on the forecourts.

Panda mechanical problems are thankfully quite few, but brakes, front and rear, are a recurring item, mostly down to brake squeal and noises when reversing, due to the calipers sticking and rattling. A clean-up, careful application of lubricant, and fitting of caliper dampers (now a standard fitment) is the official solution, which is best left to a dealer. Some owners find fault with the handbrake lever which, interestingly, can be easily replaced with the more attractive lever fitted to the Fiat 500, or the leather trimmed one from the Abarth.

Sticking door handles, locks, and boot lock handles are another frequent irritant, for which the DIY solution of application of WD40 is usually a cure. Alloy wheels need checking over for any suggestion of peeling of the paint finish, which should have been corrected under warranty – so do check them out before you buy. Other moans from Panda owners focus on



CARS WE FOUND

THE HIGH MILER
Model: Panda 1.3 MultiJet Lounge
Year/plate: 2012/62
Colour: White
Mileage: 51,125 miles
Price: £5,269
Contact: Pinetree Car Superstore, Port Talbot, Wales (01639 339958)

NEARLY NEW
Model: Panda Cross 4x4 1.3 MultiJet
Year/plate: 2015/15
Colour: Yellow
Mileage: 7,000 miles
Price: £13,000
Contact: Richard Hardie, Newcastle, Tyne & Wear (0191 228 6285)

USED CAR SPECIALIST
Model: Panda 1.3 MultiJet Lounge
Year/plate: 2012/12
Colour: Blue
Mileage: 48,000 miles
Price: £4,990
Contact: Henley Cars Ltd, Cannock, Staffordshire (01543 277347)

FRANCHISED FIAT DEALER
Model: Panda 4x4 1.3 MultiJet
Year/plate: 2015/15
Colour: White
Mileage: 3,680 miles
Price: £11,489
Contact: Westover Fiat, Salisbury, Wiltshire (01722 515873)

items like the overly-bright blue main headlight warning lamp and the unfriendly square shape of the cup and bottle holders, which rather demonstrates that there are few major issues with the latest Pandas.

But, bearing in mind the possible off-road use of any used Panda 4x4, a careful check over of the lower part of the bodywork is advisable, and of the tyres and their wear pattern, which may have suffered as a result of contact with immovable hard objects during adventurous off-roading. Also check the frontal bodywork, particularly of the unadorned cars that do not have the protection of the plastic-clad Cross variants. As with all Panda MultiJets, a full service history is essential, as the engine, whilst robust and capable of very high mileages, does not take kindly to neglect of oil and filter changes.



TUNING

As all modern diesel engines have a turbocharger, they are highly tuneable, and here we highlight the kind of results that you can expect when tuning the 1.3-litre engine found under the bonnet of the Fiat Panda. We've taken a sample of results from a cross-section of well-respected companies within the tuning industry. But power and torque increases aren't the whole story, and so you should always discuss your requirements direct with the company, whether it be extra performance, improved fuel economy or additional pulling power. Please be aware that any increase may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, and so you should consider uprating these areas, too. But more importantly, any kind of modification needs to be revealed to your insurance company, in order that you stay within the law and avoid the risk of not being full insured.

COMPANY	PRODUCT NAME	POTENTIAL		COST
CELTIC TUNING www.celtictuning.co.uk 0333 6000 669 enquiries@celtictuning.co.uk	Economy	88bhp (▲14bhp)	161lb ft (▲21lb ft)	£295
	Stage 1	111bhp (▲37bhp)	176lb ft (▲36lb ft)	£295
EVOLUTION CHIPS www.evolutionchips.co.uk 01253 508400 sales@evolutionchips.com		99bhp (▲25bhp)	173lb ft (▲33lb ft)	£249
SUPERCHIPS www.superchips.co.uk 01280 816781 sales@superchips.co.uk		89bhp (▲15bhp)	153lb ft (▲13lb ft)	£320
TDI TUNING www.tdi-tuning.co.uk 01245 808264 sales@tdi-tuning.co.uk	CRTD2	94bhp (▲20bhp)	170lb ft (▲30lb ft)	£296

DIESELCAR ROAD TESTS

The Fiat Panda has appeared in Diesel Car road test reports in the past, which will give you further depth as to how it performs. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each back issue costs £6.00, delivered to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require. Alternatively, please visit www.dieselcar.com/shop.

Panda 1.3 MultiJet Pop	Issue 296	April 2012
Panda 1.3 MultiJet Lounge	Issue 300	August 2012
Panda 4x4 1.3 MultiJet	Issue 305	Christmas 2012
Panda 4x4 1.3 MultiJet	Issue 308	March 2013
Panda Cross 4x4 1.3 MultiJet	Issue 328	October 2014

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KNOW YOUR **RIGHTS**

Car buyers are being handed more protection than ever before, should they find that they've bought a lemon. Gavin Braithwaite-Smith tells us about the new Consumer Rights Act introduced last month.

Former business secretary described the new Consumer Rights Act as "The biggest shake up of consumer law for a generation." It replaced the old Sale of Goods Act on 1st October 2015 and should give buyers more confidence when buying a new or used car. Under the new law, consumers will have greater protection if they find themselves driving home in a faulty car, commonly referred to as a lemon.

A clause in the Act, known as the 'early right to reject', means buyers have the right to reject a car within 30 days and request a full refund. The dealer or manufacturer no longer has the opportunity to repair or replace a faulty car or part, as was the case with the old legislation. And after the end of that initial 30 day period, but up to a maximum of six months, the supplier has one chance to repair the faulty part or vehicle. If this fails, the consumer has the right to a full or partial refund.

Should the situation deteriorate, consumers and businesses have the right to an Alternative Dispute Resolution (ADR): a process that enables disputes to be settled via an independent ombudsman. This should avoid the need for a lengthy and costly court case, meaning the system is better for both parties. The Citizens Advice Bureau describes three forms of ADR: mediation (where the ADR provider facilitates an agreement between the parties), adjudication and arbitration. In both adjudication and arbitration the ADR provider makes a decision based on the information supplied, but only the decision of the adjudicator can be appealed. The decisions are binding and can be enforced through the court.

HPI, which provides vehicle history checks, warns that while this is good news for car buyers, they still need to do their homework. Neil Hodson, HPI managing director, said: "The Consumer Rights Act 2015 gives more power to those consumers who are dissatisfied with a purchase, giving them the right to reject faulty used cars and ask for a replacement or refund. However, consumers still need to do their homework before handing over their hard-earned money, ensuring they make a clever purchase, rather than one they regret." This is because the buyer will have to prove the vehicle is not as described, and that the fault was present when they bought the car. Obviously this could be tricky, so it's vitally important that motorists still carry out the same checks as they would have done before. Buyers must ensure the car was not previously stolen or written off, and isn't subject to outstanding finance. Furthermore, buying a car through an established and reputable dealer is encouraged.

Paul Williams, a spokesperson for the RAC, said: "Car buyers have long felt they are at the mercy of unscrupulous car traders,



but the introduction of the Consumer Rights Act could finally turn the tables in their favour. Any licensed dealer must now refund the sale price in full if a buyer returns a faulty used car within the 30-day period."

But this isn't necessarily bad news for honest car dealers, with Williams going on to claim: "Those dealers who take the most care over their vehicles stand to gain, and we could see average used car prices increase as a result. What is clear is that the new law should have the very welcome effect of driving up standards among dealers, giving motorists much more confidence in their purchases."

Gavin Braithwaite-Smith

More information on the new Consumer Rights Act can be found on the Citizens Advice Bureau website: www.citizensadvice.org.uk

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NEXT ISSUE

ON SALE 24TH DECEMBER 2015

NEW YEAR ISSUE

FIRST TEST



RENAULT MEGANE
La Regie's new medium car on test

FIRST UK TEST



DS 4
Revised upmarket hatch driven on UK roads

FIRST TEST



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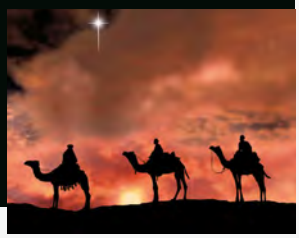
Driving home? You must be crackers

A fresh sprinkling of statistics suggest we'll be in our cars less than ever this Christmas. **Simon Hacker** unwraps the truth

1 based lyrics. Chrissie Hynde will warn you that two thousand miles is no commute for anyone who's had one mince pie too many; Chris Rea, breaking off from his year-round warnings of the satanic state of the M25 (and, according to those who knew his true motivation, the A19 into Middlesborough), will suggest driving home for Christmas is going to be "top to toe in tailbacks", and John Lennon will, of course, complement your satellite navigation with the ever-useful advice "the road is so long". It is, it really is.



2 Arduous deep-winter journeys date all the way back to the Bible, but it wasn't until 1927 when TS Eliot put the real dampener on the whole event with his grim interpretation of what it must have been like to navigate via yonder star for the Big Event itself: his Journey of the Magi, the tale of the three wise men to deliver gifts to the infant Jesus, reads like the bulletin of a depressed soldier, written with every expectation that it will never be relayed to his commanding officers: "A cold coming we had of it/Just the worst time of the year/For a journey, and such a long journey..." It gets worse. All said and done, camels might offer brilliant miles per gallon, but they're rubbish in sleet.



3 As with turkey and trimmings, we consume more than our fair share of fuel when it comes to the big Christmas exodus. But some key findings on driving trends suggest we're not quite the gluttons for punishment that we've always been. For a start, recent data crunched by the RAC Foundation (over a period of twelve years, so no small sample) proved we have cut back on our average total mileage from 9,200 miles in 2002 to 7,200 per year by the end of 2013. That's a drop of 14 per cent, although the downward pressure on fuel prices is anticipated to produce figures for 2015 which will show the trend rising back up again.



4 we are driving to work is on the rise, and between now and 1995, we are driving five per cent further. The latest average for men is 10.2 miles, but women seem to have negotiated a better deal. On average, they are only going 6.7 miles to and from work. This is particularly smart given that our personal happiness decreases with every mile of travel. Data from the Office of National Statistics (ONS) identifies "commuter-itis" being most obvious among those who travel between an hour and 90 minutes (the global average being 40 minutes), with any residual feelings of happiness apparently disappearing entirely if you commute for three hours or more – even if it is Christmas. The worst possible commute for personal happiness, if you are wondering, appears to be any journey of 30 minutes-plus by bus. No wonder only 16 per cent of us commute to work by either bus or train.



5 So we sorely need some cheery Christmas carols. The stress of this lack of control, the delays, boredom and isolation cause lower life satisfaction and anxiety, says the ONS. And although it seems like every other middle-class executive you know has binned the keys to his Audi for a helmet and lycra bib, this is an endemic issue, given that 57 per cent of us commute by car. Last year, it was reported that 1.8 million Britons were travelling three hours or more for work. The worst profession for addiction to the road? Step forward accountants – 75 minutes is your average commute, while IT workers are chasing you close behind at 65 minutes.

6 So much for the romance of the festive road. But if you find yourself top to toe this month, spare a thought for those for whom your journey would be a doddle. No fewer than a hundred London professionals will be commuting home to the Orkneys, which is 500 miles and two flights away. And over there in Los Angeles, some 10,000 workers will be making their last journey of the working year back home to Sacramento. Each day, they travel 800 miles to the office.



THE BIG TEST INDEX

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average test rating even includes all of the star ratings from tests in this issue. Any car maker above that level is doing well, producing cars that are better than average, while those that fall below have some work to do to catch up. Each month as we test more and more cars, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH	
100%	5 star rating
90%	4.5 star rating
80%	4 star rating
70%	3.5 star rating
60%	3 star rating
50%	2.5 star rating
40%	2 star rating
30%	1.5 star rating
20%	1 star rating
10%	0.5 star rating

PLACING	CAR MAKER	% RATING
1	Jaguar	90.95
2	Tesla	90.00
3	Ford	84.31
4	Land Rover	84.05
5	BMW	83.83
6	Audi	83.01
7	Porsche	82.86
8	Skoda	82.75
9	MINI	82.50
10	Volkswagen	81.63
11	Mazda	80.77
12	Peugeot	79.84
13	Kia	79.47
14	SEAT	79.21
15	Citroën	78.29
16	Mercedes-Benz	77.22
17	Volvo	76.67
18	Honda	75.65
19	Hyundai	75.52
20	Vauxhall	75.22
	DieselCar Average test rating – 75.00%	
21	Nissan	74.64
22	Renault	74.55
23	DS Automobiles	74.00
24	Maserati	73.33
25	Dacia	71.67
26	Infiniti	71.54
27	Lexus	71.11
28	Alfa Romeo	70.71
29	Fiat	70.42
30=	Isuzu	70.00
30=	smart	70.00
30=	Suzuki	70.00
33	Mitsubishi	68.57
34	Toyota	67.93
35	Subaru	67.00
36	Jeep	66.15
37	SsangYong	64.44
38=	Great Wall	60.00
38=	MG	60.00

DATAFILESKEY

VED BANDS – EFFECTIVE FROM 1ST APRIL 2015

The need to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, this handy table will tell you how much you need to pay. The rates for cars registered after March 2001 will depend on the CO_2 emissions of the vehicle, with the same amount due for both petrol and diesel power, though hybrid vehicles receive a £10 discount each year. All vehicles that manage to emit 100g/km or less cost nothing to tax, whereas a diesel or petrol powered car emitting 169g/km of CO_2 will cost £295 in the first year, and £205 for each subsequent year, compared to a hybrid vehicle that will cost £285 and £195 per annum, respectively.

CO_2 EMISSIONS			
		1st Year rate 2015/2016	Standard rate 2015/2016
A	Up to 100	0	0
B	101 - 110	0	20
C	111 - 120	0	30
D	121 - 130	0	110
E	131 - 140	130	130
F	141 - 150	145	145
G	151 - 165	180	180
H	166 - 175	295	205
I	176 - 185	350	225
J	186 - 200	490	265
K	201 - 225	640	290
L	226 - 255	870	490
M	256 and over	1100	505

* For cars registered between March 2001 and March 2006, a maximum charge of band K applies.

JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, AGS, x-shift and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueHDi, BlueEfficiency, BlueMotion Technology (BMT), ecoFLEX, Ecomotive, ECOnetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by the car makers to describe their most eco-friendliest technology. These models will typically offer better fuel economy and lower CO2 emissions than other models in the line-up.

DPF = Diesel particulate filter
EGR = Exhaust gas recirculation
EURO-6 = The emissions regulations that the vehicle is governed by
N/A = The data was unavailable as we went to press
S/S = Stop-start technology
SCR = Selective catalyst reduction
ST = Sport Tourer or Sports Tourer
SW = Sportwagon or Sportswagon
TBA = The information was not available as we went to press

POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these data files, you will find information on the most eco-friendly vehicles, with all diesel vehicles, as well as pure electric, petrol and diesel hybrids and sub-100g/km CO2 petrol cars listed in our tables.

D Diesel
DE Diesel electric hybrid
E Electric
H Hydrogen fuel-cell
P Petrol
PE Petrol electric hybrid

COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2015/2016

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO2 emissions that the vehicle emits. This table will tell you the percentage rate that you'll need to pay. Currently, diesel vehicles are penalised with a three per cent surcharge, however, that is due to end from the 2016/2017 tax year, providing the car meets the Euro 6 emissions regulations. Interestingly, diesel hybrids don't receive the penalty, with company car tax rates in line with petrol cars, making them a good bet for minimising tax bills.

BIK Tax	Petrol/Hybrid	Diesel
	2015/2016	
0 to 50	5	8
51 to 75	9	12
76 to 94	13	16
95 to 99	14	17
100 to 104	15	18
105 to 109	16	19
110 to 114	17	20
115 to 119	18	21
120 to 124	19	22
125 to 129	20	23
130 to 134	21	24
135 to 139	22	25
140 to 144	23	26
145 to 149	24	27
150 to 154	25	28
155 to 159	26	29
160 to 164	27	30
165 to 169	28	31
170 to 174	29	32
175 to 179	30	33
180 to 184	31	34
185 to 189	32	35
190 to 194	33	36
195 to 199	34	37
200 to 204	35	37
205 to 209	36	37
Over 210	37	37

ISSUE TESTED

The issue number is inserted if the model has been driven by the Diesel Car test team.

LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first year vehicle excise duty, if applicable. Any Government subsidies, like the plug-in car grant, have already been deducted within our tables.

TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

COMBINED MPG

This is the official fuel economy figure released by the car manufacturer. This figure is achieved in optimum conditions and therefore it is rare that an owner will be able to actually attain this figure. If the vehicle is electric, the figure in brackets is the maximum range in miles quoted by the manufacturer, again under optimum conditions.

ALFA ROMEO

UK dealers: 57 **Warranty:** 3 years/Unlimited mileage **Servicing:** 12,000miles (TwinAir 9,000miles)

MiTo

Rating ★★★☆☆

Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence, if not quite as accomplished.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	0.9 TB TwinAir Progression	-	3	13860	5544	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Junior	-	3	14960	5984	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Distinctive	-	3	16160	6464	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir QV Line	-	3	16910	6764	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Collezione	-	3	17660	7064	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
D	1.3 JTDM-2 Progression	-	3	14405	6050	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.3 JTDM-2 Junior	-	3	15505	6512	5-M	12	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.3 JTDM-2 Distinctive	-	3	16745	7033	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.6 JTDM-2 Distinctive	-	3	17910	7522	6-M	19	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000
D	1.6 JTDM-2 QV Line	-	3	18660	7837	6-M	24	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000

Giulietta

Rating ★★★½☆

Stylish alternative, with enough gusto and a smattering of class to compete in the medium car sector.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 JTDM-2 Progression	-	5	19500	7410	6-M	21	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Business Edition	-	5	19080	7250	6-M	18	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Distinctive	-	5	20750	7885	6-M	19	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Exclusive	-	5	22500	8550	6-M	19	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	1300
D	2.0 JTDM-2 Business Edition	-	5	20380	7744	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Distinctive	-	5	21930	8333	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Exclusive	-	5	23680	8998	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Sprint Speciale	-	5	24180	9188	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 QV Line	-	5	25430	9663	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Collezione	-	5	25680	9758	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Business Edition TCT Auto	-	5	22540	8114	6-A	22	136	7.8	65.7	113	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 Exclusive TCT Auto	334	5	25840	9302	6-A	24	136	7.8	65.7	113	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 Sprint Speciale TCT Auto	-	5	26340	9482	6-A	23	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 QV Line TCT Auto	-	5	27590	9932	6-A	23	136	7.8	65.7	113	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 Collezione TCT Auto	-	5	27840	10022	6-A	23	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300

AUDI

UK dealers: 116 **Warranty:** 3 years/60,000 miles **Servicing:** Variable schedule

A1

Rating ★★★★☆

Audi attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TFSI	-	3	14530	9299	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	SE 1.6 TDI	-	3	15605	9987	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	SE 1.6 TDI Auto	-	3	17145	10973	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
P	Sport 1.0 TFSI	-	3	16505	10563	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	Sport 1.6 TDI	-	3	17580	11251	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	Sport 1.6 TDI Auto	-	3	19120	12237	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
D	S line 1.6 TDI	-	3	19575	12528	5-M	19	124	9.4	80.7	93	1598	114/3500	-	184/1500	-	1150	1200
D	S line 1.6 TDI Auto	-	3	21115	13514	7-A	19	124	9.4	76.3	98	1598	114/3500	-	184/1500	-	1175	1200
D	Black Edition 1.6 TDI	-	3	21170	13549	5-M	tba	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1150	1200
D	Black Edition 1.6 TDI Auto	-	3	22710	14534	7-A	tba	124	9.4	72.4	103	1598	114/3500	-	184/1500	-	1175	1200
P	Sportback SE 1.0 TFSI	-	3	15150	9393	5-M	15	116	11.1	67.3	97	999	94/5000	-	118/1500	-	1060	1000
D	Sportback SE 1.6 TDI	-	3	16225	10060	5-M	19	124	9.5	80.7	92	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback SE 1.6 TDI Auto	-	3	17765	11014	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1200	1200
P	Sportback Sport 1.0 TFSI	-	3	17125	10618	5-M	15	116	11.1	67.3	97	999	94/5000	-	118/1500	-	1060	1000
D	Sportback Sport 1.6 TDI	-	3	18200	11284	5-M	19	124	9.5	80.7	92	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback Sport 1.6 TDI Auto	-	3	19740	12239	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1200	1200
D	Sportback S line 1.6 TDI	-	3	20195	12521	5-M	19	124	9.5	80.7	93	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback S line 1.6 TDI Auto	-	3	21735	13476	7-A	19	124	9.4	76.3	98	1598	114/3500	-	184/1500	-	1200	1200
D	Sportback Black Edition 1.6 TDI	-	3	21790	13510	5-M	tba	124	9.5	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback Black Edition 1.6 TDI Auto	-	3	23330	14465	7-A	tba	124	9.4	72.4	103	1598	114/3500	-	184/1500	-	1200	1200

LONG TERM TEST

A3

Rating ★★★★½

Superb use of the VW parts bin to create the pick of the crop in the premium medium car segment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.6 TDI ultra	-	3	21115	11402	6-M	18	124	10.5	83.1	89	1598	108/3200	-	184/1500	-	1180	1000
D	SE 1.6 TDI Auto	-	3	22595	12201	7-A	17	124	10.5	74.3	99	1598	108/3200	-	184/1500	-	1250	1500
D	SE 2.0 TDI	-	3	22465	13030	6-M	21	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	SE 2.0 TDI Auto	-	3	23945	13888	6-A	21	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	SE Technik 1.6 TDI ultra	-	3	21865	11807	6-M	18	124	10.5	83.1	89	1598	108/3200	-	184/1500	-	1180	1000
D	SE Technik 1.6 TDI Auto	-	3	23345	12606	7-A	17	124	10.5	74.3	99	1598	108/3200	-	184/1500	-	1250	1500
D	SE Technik 2.0 TDI	-	3	23215	13465	6-M	23	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	SE Technik 2.0 TDI Auto	-	3	24695	14323	6-A	23	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	Sport Navigation 1.6 TDI	-	3	22515	12158	6-M	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1230	1500
D	Sport Navigation 1.6 TDI Auto	-	3	23995	12957	7-A	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1250	1500
D	Sport Navigation 2.0 TDI	305	3	23865	13842	6-M	21	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	Sport Navigation 2.0 TDI Auto	-	3	25345	14700	6-A	21	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	Sport Navigation 2.0 TDI quattro	-	3	25295	14671	6-M	23	133	8.2	58.9	125	1968	148/3500	-	251/1750	-	1355	1800
D	Sport Navigation 2.0 TDI	-	3	25135	14578	6-M	27	145	7.3	67.3	112	1968	181/3500	-	280/1750	-	1285	1600
D	Sport Navigation 2.0 TDI quattro Auto	-	3	28045	16266	6-A	26	143	6.8	58.9	127	1968	181/3500	-	280/1750	-	1390	1800
D	S line Navigation 1.6 TDI	-	3	24665	13319	6-M	18	124	10.5	68.9	107	1598	108/3200	-	184/1500	-	1230	1500
D	S line Navigation 1.6 TDI Auto	-	3	26145	14118	7-A	18	124	10.5	68.9	107	1598	108/3200	-	184/1500	-	1250	1500
D	S line Navigation 2.0 TDI	-	3	26015	15089	6-M	21	135	8.5	67.3	109	1968	148/3500	-	251/1750	-	1275	1600
D	S line Navigation 2.0 TDI Auto	-	3	27495	15947	6-A	21	135	8.2	61.4	121	1968	148/3500	-	251/1750	-	1295	1600
D	S line Navigation 2.0 TDI quattro	-	3	27445	15918	6-M	23	133	8.2	57.6	127	1968	148/3500	-	251/1750	-	1355	1800
D	S line Navigation 2.0 TDI	-	3	27285	15825	6-M	28	145	7.3	65.7	114	1968	181/3500	-	280/1750	-	1285	1600
D	S line Navigation 2.0 TDI quattro Auto	-	3	30195	17513	6-A	26	143	6.8	57.6	129	1968	181/3500	-	280/1750	-	1390	1800
D	Sportback SE 1.6 TDI ultra	-	5	21735	11737	6-M	18	124	10.7	83.1	89	1598	108/3200	-	184/1500	-	1205	1000
D	Sportback SE 1.6 TDI Auto	-	5	23215	12536	7-A	17	124	10.7	74.3	99	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback SE 1.6 TDI quattro	-	5	23165	12509	6-M	15	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1380	1500
D	Sportback SE 2.0 TDI	-	5	23085	13389	6-M	21	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE 2.0 TDI Auto	-	5	24565	14248	6-A	21	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback SE Technik 1.6 TDI ultra	-	5	22485	12142	6-M	18	124	10.7	83.1	89	1598	108/3200	-	184/1500	-	1205	1000
D	Sportback SE Technik 1.6 TDI Auto	-	5	23965	12941	7-A	17	124	10.7	74.3	99	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback SE Technik 2.0 TDI	-	5	23835	13824	6-M	23	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	25315	14683	6-A	23	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport Navigation 1.6 TDI	-	5	23135	12493	6-M	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1260	1500
D	Sportback Sport Navigation 1.6 TDI Auto	-	5	24615	13292	7-A	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback Sport Navigation 1.6 TDI quattro	-	5	24565	13265	6-M	15	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1380	1500
D	Sportback Sport Navigation 2.0 TDI	313	5	24485	14201	6-M	21	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback Sport Navigation 2.0 TDI Auto	-	5	25965	15060	6-A	21	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport Navigation 2.0 TDI quattro	-	5	25915	15031	6-M	23	133	8.3	58.9	125	1968	148/3500	-	251/1750	-	1385	1800
D	Sportback Sport Navigation 2.0 TDI	-	5	25755	14938	6-M	27	145	7.4	67.3	112	1968	181/3500	-	280/1750	-	1315	1600
D	Sportback Sport Navigation 2.0 TDI quattro Auto	-	5	28665	16626	6-A	26	143	6.9	58.9	127	1968	181/3500	-	280/1750	-	1420	1800
D	Sportback S line Navigation 1.6 TDI	-	5	25285	13654	6-M	18	124	10.7	68.9	107	1598	108/3200	-	184/1500	-	1260	1500
D	Sportback S line Navigation 1.6 TDI Auto	-	5	26765	14453	7-A	18	124	10.7	68.9	107	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback S line Navigation 2.0 TDI	-	5	26635	15448	6-M	21	135	8.6	67.3	109	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback S line Navigation 2.0 TDI Auto	-	5	28115	16307	6-A	21	135	8.3	61.4	121	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback S line Navigation 2.0 TDI quattro	-	5	28065	16278	6-M	23	133	8.3	57.6	127	1968	148/3500	-	251/1750	-	1385	1800
D	Sportback S line Navigation 2.0 TDI	-	5	27905	16185	6-M	28	145	7.4	65.7	114	1968	181/3500	-	280/1750	-	1315	1600
D	Sportback S line Navigation 2.0 TDI quattro Auto	-	5	30815	17873	6-A	26	143	6.9	57.6	129	1968	181/3500	-	280/1750	-	1420	1800
PE	Sportback e-tron 1.4 TFSI Auto	332	5	30340	17597	6-A	29	138	7.6	176.6	37	1395	148/5000	101	184/1600	243	1540	0
D	Sport Navigation 1.6 TDI	-	4	23685	12790	6-M	17	126	10.7	72.4	104	1598	108/3200	-	184/1500	-	1270	1500
D	Sport Navigation 1.6 TDI Auto	-	4	25165	13589	7-A	17	126	10.7	72.4	104	1598	108/3200	-	184/1500	-	1290	1500
D	Sport Navigation 1.6 TDI quattro	-	4	25115	13562	6-M	15	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1390	1500
D	Sport Navigation 2.0 TDI	-	4	25035	13519	6-M	23	139	8.6	68.9	107	1968	148/3500	-	251/1750	-	1315	1600
D	Sport Navigation 2.0 TDI Auto	-	4	26515	14318	6-A	23	139	8.3	62.8	118	1968	148/3500	-	251/1750	-	1320	1600
D	Sport Navigation 2.0 TDI quattro	-	4	26465	14291	6-M	23	136	8.3	58.9	125	1968	148/3500	-	251/1750	-	1395	1800
D	Sport Navigation 2.0 TDI	-	4	26305	14205	6-M	27	149	7.4	67.3	112	1968	181/3500	-	280/1750	-	1320	1600
D	Sport Navigation 2.0 TDI quattro Auto	-	4	29215	15776	6-A	26	147	6.9	58.9	127	1968	181/3500	-	280/1750	-	1430	1800
D	S line Navigation 1.6 TDI	-	4	25835	13951	6-M	18	126	10.7	70.6	106	1598	108/3200	-	184/1500	-	1270	1500
D	S line Navigation 1.6 TDI Auto	-	4	27315	14750	7-A	18	126	10.7	70.6	106	1598	108/3200	-	184/1500	-	1290	1500
D	S line Navigation 2.0 TDI	-	4	27185	14680	6-M	24	139	8.6	67.3	108	1968	148/3500	-	251/1750	-	1315	1600
D	S line Navigation 2.0 TDI Auto	-	4	28665	15479	6-A	24	139	8.3	61.4	120	1968	148/3500	-	251/1750	-	1320	1600
D	S line Navigation 2.0 TDI quattro	-	4	28615	15452	6-M	23	136	8.3	57.6	127	1968	148/3500	-	251/1750	-	1395	1800
D	S line Navigation 2.0 TDI	-	4	28455	15366	6-M	28	149	7.4	65.7	114	1968	181/3500	-	280/1750	-	1320	1600
D	S line Navigation 2.0 TDI quattro Auto	-	4	31365	16937	6-A	26	147	6.9	57.6	129	1968	181/3500	-	280/1750	-	1430	1800
D	Cabriolet SE 1.6 TDI	-	2	26475	13767	6-M	17	124	11.4	72.4	104	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet SE 2.0 TDI	-	2	27825	13913	6-M	24	139	8.9	65.7	113	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet SE 2.0 TDI Auto	-	2	29305	14653	6-A	24	139	8.8	60.1	124	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport Navigation 1.6 TDI	-	2	27875	14495	6-M	18	124	11.4	68.9	110	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet Sport Navigation 2.0 TDI	-	2	29225	14613	6-M	25	139	8.9	65.7	113	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet Sport Navigation 2.0 TDI Auto	-	2	30705	15353	6-A	25	139	8.8	60.1	124	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport Navigation 2.0 TDI quattro	-	2	30655	15328	6-M	25	136	8.8	57.6	129	1968	148/3500	-	251/1750	-	1540	1600
D	Cabriolet Sport Navigation 2.0 TDI	-	2	30495	15248	6-M	30	149	7.9	64.2	117	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet Sport Navigation 2.0 TDI quattro Auto	-	2	33535	16768	6-A	30	147	7.6	56.5	132	1968	181/3500	-	280/1750	-	1590	1800
D	Cabriolet S line Navigation 1.6 TDI	-	2	30025	15613	6-M	20	124	11.4	67.3	112	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet S line Navigation 2.0 TDI	-	2	31375	15688	6-M	27	139	8.9	64.2	115	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet S line Navigation 2.0 TDI Auto	-	2	32855	16428	6-A	27	139	8.8	58.9	126	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet S line Navigation 2.0 TDI quattro	-	2	32935	16468	6-M	26	136	8.8	56.5	131	1968	148/3500	-	251/1750	-	1540	1600
D	Cabriolet S line Navigation 2.0 TDI	-	2	32645	16323	6-M	31	149	7.9	62.8	119	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet S line Navigation 2.0 TDI quattro Auto	-	2	35685	17843	6-A	31	147	7.6	55.4	134	1968	181/3500	-	280/1750	-	1590	1800

New A4

Rating ★★★★½

Best A4 so far, despite the XE and 3 Series being better to drive. Goes to the top of the class for refinement and technology.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI ultra	-	4	29150	13409	6-M	tba	130	8.9	74.3	99	1968	148/3250	-	236/1500	-	1430	1400
D	SE 2.0 TDI ultra Auto	-	4	30680	14113	7-A	tba	130	8.7	72.4	101	1968	148/3250	-	236/1500	-	1470	1400
D	Sport 2.0 TDI ultra	-	4	30100	13846	6-M	tba	130	8.9	74.3	99	1968	148/3250	-	236/1500	-	1430	1400
D	Sport 2.0 TDI ultra Auto	-	4	31630	14550	7-A	tba	130	8.7	72.4	101	1968	148/3250	-	236/1500	-	1470	1400
D	Sport 2.0 TDI ultra	-	4	31000	14880	6-M	tba	130	7.7	72.4	102	1968	187/3800	-	295/1750	-	1430	1400
D	Sport 2.0 TDI ultra Auto	-	4	32530	15614	7-A	tba	130	7.7	70.6	103	1968	187/3800	-	295/1750	-	1470	1400
D	Sport 2.0 TDI quattro Auto	-	4	33960	16980	7-A	tba	146	7.2	64.2	114	1968	187/3800	-	295/1750	-	1575	1800
D	Sport 3.0 V6 TDI Auto	-	4	34250	17125	7-A	tba	155	6.6	67.3	109	2967	215/4000	-	295/1250	-	1540	1700
D	Sport 3.0 V6 TDI quattro Auto	-	4	35680	17840	7-A	tba	155	6.3	64.2	115	2967	215/4000	-	295/1250	-	1620	1800
D	S line 2.0 TDI	-	4	31600	14536	6-M	tba	137	8.9	70.6	106	1968	148/3250	-	236/1500	-	1430	1700
D	S line 2.0 TDI Auto	-	4	33130	15240	7-A	tba	136	8.7	67.3	109	1968	148/3250	-	236/1500	-	1465	1700
D	S line 2.0 TDI	-	4	32500	15600	6-M	tba	149	7.7	64.2	113	1968	187/3800	-	295/1750	-	1450	1700
D	S line 2.0 TDI Auto	-	4	34030	16334	7-A	tba	147	7.7	67.3	111	1968	187/3800	-	295/1750	-	1480	1700
D	S line 2.0 TDI quattro Auto	-	4	35460	17730	7-A	tba	146	7.2	62.8	118	1968	187/3800	-	295/1750	-	1575	1800
D	S line 3.0 V6 TDI Auto	-	4	35750	17875	7-A	tba	155	6.6	64.2	114	2967	215/4000	-	295/1250	-	1540	1700
D	S line 3.0 V6 TDI quattro Auto	-	4	37180	18590	7-A	tba	155	6.3	61.4	119	2967	215/4000	-	295/1250	-	1620	1800
D	S line 3.0 V6 TDI quattro Auto	-	4	38950	19475	8-A	tba	155	5.3	55.4	134	2967	268/3250	-	443/1500	-	1660	1900
D	Avant SE 2.0 TDI ultra	-	5	30550	14053	6-M	tba	130	9.2	70.6	104	1968	148/3250	-	236/1500	-	1480	1400
D	Avant SE 2.0 TDI ultra Auto	-	5	32080	14757	7-A	tba	130	9.0	70.6	104	1968	148/3250	-	236/1500	-	1525	1400
D	Avant Sport 2.0 TDI ultra	-	5	31500	14490	6-M	tba	130	9.2	70.6	104	1968	148/3250	-	236/1500	-	1480	1400
D	Avant Sport 2.0 TDI ultra Auto	-	5	33030	15194	7-A	tba	130	9.0	70.6	104	1968	148/3250	-	236/1500	-	1525	1400
D	Avant Sport 2.0 TDI ultra	-	5	32400	16200	6-M	tba	130	7.9	68.9	106	1968	187/3800	-	295/1750	-	1575	1400
D	Avant Sport 2.0 TDI ultra Auto	-	5	33930	16965	7-A	tba	130	7.9	68.9	106	1968	187/3800	-	295/1750	-	1530	1400
D	Avant Sport 2.0 TDI quattro Auto	-	5	35360	17680	7-A	tba	143	7.4	62.8	116	1968	187/3800	-	295/1750	-	1615	1800
D	Avant Sport 3.0 V6 TDI Auto	-	5	35650	17825	7-A	tba	152	6.7	64.2	114	2967	215/4000	-	295/1250	-	1595	1700
D	Avant Sport 3.0 V6 TDI quattro Auto	-	5	37080	18540	7-A	tba	152	6.4	61.4	119	2967	215/4000	-	295/1250	-	1660	1800
D	Avant S line 2.0 TDI	-	5	33000	15180	6-M	tba	133	9.2	67.3	111	1968	148/3250	-	236/1500	-	1475	1700
D	Avant S line 2.0 TDI Auto	-	5	34530	15884	7-A	tba	132	9.0	65.7	112	1968	148/3250	-	236/1500	-	1525	1700
D	Avant S line 2.0 TDI	-	5	tba	tba	6-M	tba	tba	tba	tba	tba	1968	187/3800	-	295/1750	-	tba	tba
D	Avant S line 2.0 TDI Auto	-	5	35430	17715	7-A	tba	143	7.9	65.7	113	1968	187/3800	-	295/1750	-	1530	1700
D	Avant S line 2.0 TDI quattro Auto	-	5	36860	18430	7-A	tba	143	7.4	61.4	120	1968	187/3800	-	295/1750	-	1615	1800
D	Avant S line 3.0 V6 TDI Auto	-	5	37150	18575	7-A	tba	152	6.7	62.8	117	2967	215/4000	-	295/1250	-	1595	1700
D	Avant S line 3.0 V6 TDI quattro Auto	-	5	38580	19290	7-A	tba	152	6.4	60.1	122	2967	215/4000	-	295/1250	-	1660	1800
D	Avant S line 3.0 V6 TDI quattro Auto	-	5	40350	20175	8-A	tba	155	5.4	53.3	139	2967	268/3250	-	443/1500	-	1695	1900

A5

Rating ★★★★☆

Good looking, refined and accomplished with a range of frugal powerplants and bodystyles to suit all tastes.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Coupé SE 2.0 TDI ultra	-	2	31590	16427	6-M	28	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1530	1300
D	Coupé SE 2.0 TDI	-	2	31590	16427	6-M	31	149	7.7	62.8	117	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé SE 2.0 TDI Auto	-	2	33070	17196	8-A	31	143	7.8	62.8	119	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé SE 2.0 TDI quattro	-	2	33115	17220	6-M	30	146	7.4	57.6	128	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé SE 2.0 TDI quattro Auto	-	2	34725	18057	7-A	30	146	7.3	56.5	132	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé S line 2.0 TDI	-	2	34180	17774	6-M	31	149	7.7	60.1	124	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé S line 2.0 TDI Auto	-	2	35660	18543	8-A	31	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé S line 2.0 TDI quattro	-	2	35835	18634	6-M	31	146	7.4	54.3	135	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé S line 2.0 TDI quattro Auto	-	2	37315	19404	7-A	31	146	7.3	53.3	139	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé S line 3.0 TDI quattro Auto	-	2	41340	21497	7-A	35	155	5.8	46.3	158	2967	242/4000	-	428/1750	-	1695	1900
D	Coupé Black Edition Plus 2.0 TDI	-	2	35680	18554	6-M	32	149	7.7	57.6	129	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé Black Edition Plus 2.0 TDI Auto	-	2	37290	19391	8-A	32	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé Black Edition Plus 2.0 TDI quattro	-	2	37335	19414	6-M	31	146	7.4	53.3	140	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé Black Edition Plus 2.0 TDI quattro Auto	-	2	38830	20192	7-A	31	146	7.3	51.4	144	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé Black Edition Plus 3.0 TDI quattro Auto	-	2	42840	22277	7-A	37	155	5.8	44.8	164	2967	242/4000	-	428/1750	-	1695	1900
D	Sportback SE 2.0 TDI ultra	-	5	30435	15826	6-M	24	132	9.5	67.3	109	1968	134/3000	-	236/1500	-	1580	1300
D	Sportback SE 2.0 TDI	-	5	30940	16089	6-M	30	148	7.8	61.4	119	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback SE 2.0 TDI Auto	-	5	32420	16858	8-A	30	143	7.8	62.8	119	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback SE 2.0 TDI quattro	-	5	32465	16882	6-M	30	146	7.5	57.6	128	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback SE 2.0 TDI quattro Auto	-	5	34075	17719	7-A	30	144	7.4	55.4	135	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback SE Technik 2.0 TDI ultra	-	5	31385	16320	6-M	24	132	9.5	67.3	109	1968	134/3000	-	236/1500	-	1580	1300
D	Sportback SE Technik 2.0 TDI Auto	-	5	33340	17337	8-A	24	127	9.4	58.9	127	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback SE Technik 2.0 TDI	-	5	32290	16791	6-M	30	148	7.8	58.9	126	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	33770	17560	8-A	30	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback SE Technik 2.0 TDI quattro	-	5	33945	17651	6-M	30	146	7.5	54.3	136	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback SE Technik 2.0 TDI quattro Auto	-	5	35440	18429	7-A	30	144	7.4	52.3	142	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback S line 2.0 TDI Auto	-	5	34980	18190	8-A	25	127	9.4	58.9	127	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback S line 2.0 TDI	-	5	33930	17644	6-M	31	148	7.8	58.9	126	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback S line 2.0 TDI Auto	-	5	35410	18413	8-A	31	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback S line 2.0 TDI quattro	-	5	35600	18512	6-M	30	146	7.5	54.3	136	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback S line 2.0 TDI quattro Auto	-	5	37080	19282	7-A	30	144	7.4	52.3	142	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback S line 3.0 TDI quattro Auto	-	5	41090	21367	7-A	40	155	5.9	46.3	159	2967	242/4000	-	428/1700	-	1750	1900
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	36610	19037	8-A	25	127	9.4	56.5	131	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback Black Edition Plus 2.0 TDI	-	5	35560	18491	6-M	31	148	7.8	56.5	132	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	37040	19261	8-A	31	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback Black Edition Plus 2.0 TDI quattro	-	5	37100	19292	6-M	31	146	7.5	53.3	141	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback Black Edition Plus 2.0 TDI quattro Auto	-	5	38580	20062	7-A	31	144	7.4	50.4	147	1968	187/3800	-	295/1750	-	1685	1600

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

A5 (continued)

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Sportback Black Edition Plus 3.0 TDI quattro Auto	-	5	42590	22147	7-A	40	155	5.9	44.8	164	2967	242/4000	-	428/1700	-	1750	1900
Cabriolet SE 2.0 TDI	-	2	34265	16447	6-M	27	130	10.2	60.1	123	1968	148/3250	-	236/1500	-	1710	1600
Cabriolet SE 2.0 TDI	-	2	34695	17348	6-M	34	145	8.2	58.9	125	1968	187/3800	-	295/1750	-	1710	1600
Cabriolet SE 2.0 TDI Auto	-	2	36175	18088	8-A	34	140	8.3	60.1	124	1968	187/3800	-	295/1750	-	1745	1700
Cabriolet S line 2.0 TDI	-	2	37515	18007	6-M	27	130	10.2	57.6	129	1968	148/3250	-	236/1500	-	1710	1600
Cabriolet S line 2.0 TDI	-	2	38075	19038	6-M	35	145	8.2	55.4	133	1968	187/3800	-	295/1750	-	1710	1600
Cabriolet S line 2.0 TDI Auto	-	2	39555	19778	8-A	35	140	8.3	55.4	134	1968	187/3800	-	295/1750	-	1745	1700
Cabriolet S line 3.0 TDI quattro Auto	-	2	45220	22610	7-A	39	155	6.3	44.1	167	2967	242/4000	-	428/1750	-	1900	1900
Cabriolet S line Special Edition Plus 2.0 TDI	-	2	39145	18790	6-M	29	130	10.2	56.5	132	1968	148/3250	-	236/1500	-	1710	1600
Cabriolet S line Special Edition Plus 2.0 TDI	-	2	39575	19788	6-M	35	145	8.2	53.3	138	1968	187/3800	-	295/1750	-	1710	1600
Cabriolet S line Special Edition Plus 2.0 TDI Auto	-	2	41055	20528	8-A	35	140	8.3	54.3	139	1968	187/3800	-	295/1750	-	1745	1700
Cabriolet S line Special Edition Plus 3.0 TDI quattro Auto	-	2	46720	23360	7-A	41	155	6.3	42.8	173	2967	242/4000	-	428/1750	-	1900	1900

A6

Rating ★★★★☆

Impressively refined, with a roomy cabin, and available with clean and frugal, yet powerful engines.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE 2.0 TDI ultra	-	4	32295	15502	6-M	32	144	8.4	65.7	113	1968	187/3800	-	295/1750	-	1625	1800
SE 2.0 TDI ultra Auto	-	4	33825	16236	7-A	32	144	8.2	67.3	109	1968	187/3800	-	295/1750	-	1660	1800
SE 3.0 TDI Auto	-	4	38435	18449	7-A	34	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
SE 3.0 TDI quattro Auto	-	4	40195	20098	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
SE 3.0 TDI quattro Auto	-	4	41755	20878	7-A	41	155	5.5	55.4	133	2967	271/3500	-	428/1500	-	1770	2000
SE 3.0 BiTDI quattro Auto	-	4	46465	24162	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
S line 2.0 TDI ultra	-	4	34820	16714	6-M	33	144	8.4	64.2	114	1968	187/3800	-	295/1750	-	1625	1800
S line 2.0 TDI ultra Auto	336	4	36350	17448	7-A	33	144	8.2	67.3	110	1968	187/3800	-	295/1750	-	1660	1800
S line 2.0 TDI quattro Auto	-	4	37980	18230	7-A	tba	143	7.7	57.6	128	1968	187/3800	-	295/1750	-	1745	1800
S line 3.0 TDI Auto	-	4	40960	19661	7-A	35	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
S line 3.0 TDI quattro Auto	-	4	42720	21360	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
S line 3.0 TDI quattro Auto	-	4	44280	22140	7-A	42	155	5.5	55.4	133	2967	271/3500	-	428/1500	-	1770	2000
S line 3.0 BiTDI quattro Auto	-	4	48990	25475	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
Black Edition 2.0 TDI ultra	-	4	36995	17758	6-M	33	144	8.4	62.8	119	1968	187/3800	-	295/1750	-	1625	1800
Black Edition 2.0 TDI ultra Auto	-	4	38525	18492	7-A	33	144	8.2	64.2	116	1968	187/3800	-	295/1750	-	1660	1800
Black Edition 2.0 TDI quattro Auto	-	4	40285	19337	7-A	tba	143	7.7	56.5	133	1968	187/3800	-	295/1750	-	1745	1800
Black Edition 3.0 TDI Auto	-	4	43135	20705	7-A	35	152	7.1	57.6	127	2967	215/4000	-	295/1250	-	1695	2000
Black Edition 3.0 TDI quattro Auto	-	4	44895	22448	7-A	40	152	6.6	54.3	138	2967	215/3250	-	369/1250	-	1765	2000
Black Edition 3.0 TDI quattro Auto	-	4	46455	23228	7-A	42	155	5.5	54.3	138	2967	271/3500	-	428/1500	-	1770	2000
Black Edition 3.0 BiTDI quattro Auto	-	4	51165	26606	8-A	44	155	5.0	45.6	164	2967	316/3900	-	479/1400	-	1835	2100
Avant SE 2.0 TDI ultra	-	5	34345	16486	6-M	32	140	8.7	62.8	118	1968	187/3800	-	295/1750	-	1690	1800
Avant SE 2.0 TDI ultra Auto	-	5	35875	17220	7-A	32	140	8.5	64.2	114	1968	187/3800	-	295/1750	-	1725	1800
Avant SE 3.0 TDI Auto	-	5	40485	19433	7-A	34	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
Avant SE 3.0 TDI quattro Auto	-	5	42245	21123	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
Avant SE 3.0 TDI quattro Auto	-	5	43805	21903	7-A	41	155	5.7	53.3	138	2967	271/3500	-	428/1500	-	1835	2000
Avant SE 3.0 BiTDI quattro Auto	-	5	48515	25228	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
Avant S line 2.0 TDI ultra	-	5	36870	17698	6-M	33	140	8.7	61.4	119	1968	187/3800	-	295/1750	-	1690	1800
Avant S line 2.0 TDI ultra Auto	-	5	38400	18432	7-A	33	140	8.5	64.2	115	1968	187/3800	-	295/1750	-	1725	1800
Avant S line 2.0 TDI quattro Auto	-	5	37980	18230	7-A	tba	139	7.9	55.4	133	1968	187/3800	-	295/1750	-	1810	1800
Avant S line 3.0 TDI Auto	-	5	43010	20645	7-A	35	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
Avant S line 3.0 TDI quattro Auto	-	5	44770	22385	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
Avant S line 3.0 TDI quattro Auto	-	5	46330	23165	7-A	42	155	5.7	53.3	138	2967	271/3500	-	428/1500	-	1835	2000
Avant S line 3.0 BiTDI quattro Auto	-	5	51040	26541	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
Avant Black Edition 2.0 TDI ultra	-	5	39045	18742	6-M	33	140	8.7	60.1	124	1968	187/3800	-	295/1750	-	1690	1800
Avant Black Edition 2.0 TDI ultra Auto	-	5	40575	19476	7-A	33	140	8.5	61.4	121	1968	187/3800	-	295/1750	-	1725	1800
Avant Black Edition 2.0 TDI quattro Auto	-	5	40285	19337	7-A	tba	139	7.9	54.3	138	1968	187/3800	-	295/1750	-	1745	1800
Avant Black Edition 3.0 TDI Auto	-	5	45185	21689	7-A	35	145	7.3	56.5	130	2967	215/4000	-	295/1250	-	1760	2000
Avant Black Edition 3.0 TDI quattro Auto	-	5	46960	23480	7-A	40	145	6.8	52.3	144	2967	215/3250	-	369/1250	-	1830	2000
Avant Black Edition 3.0 TDI quattro Auto	-	5	48520	24260	7-A	42	155	5.7	52.3	144	2967	271/3500	-	428/1500	-	1835	2000
Avant Black Edition 3.0 BiTDI quattro Auto	-	5	53330	27732	8-A	44	155	5.2	44.1	169	2967	316/3900	-	479/1400	-	1900	2100
allroad 3.0 TDI quattro Auto	-	5	45755	21962	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
allroad 3.0 TDI quattro Auto	-	5	47315	22711	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
allroad 3.0 BiTDI quattro Auto	-	5	52125	25020	8-A	44	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500
allroad Sport 3.0 TDI quattro Auto	-	5	49455	23738	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
allroad Sport 3.0 TDI quattro Auto	-	5	51015	24487	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
allroad Sport 3.0 BiTDI quattro Auto	-	5	55825	26796	8-A	43	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500

CHART TOPPERS

BEST-SELLING DIESEL VAUXHALL MODELS BY BODYSTYLE IN 2014

1	Insignia 5-door hatchback	22,007
2	Mokka 5-door crossover	14,946
3	Astra 5-door hatchback	14,082
4	Zafira Tourer 5-door MPV	12,337
5	Astra Sports Tourer 5-door estate	7,474



A7

LONG TERM TEST

Rating ★★★★½

Audi's entry ticket to the Panamera party. It's great to drive, exquisitely built and suitably luxurious.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE Executive 3.0 TDI ultra Auto	-	5	46415	23208	7-A	37	148	7.3	58.9	124	2967	215/4000	-	295/1250	-	1755	2000
SE Executive 3.0 TDI quattro Auto	-	5	48170	24085	7-A	41	148	6.8	54.3	138	2967	215/3250	-	369/1250	-	1825	2000
SE Executive 3.0 TDI quattro Auto	-	5	50755	25378	7-A	43	155	5.7	54.3	138	2967	268/3500	-	428/1250	-	1830	2000
S line 3.0 TDI ultra Auto	-	5	49205	24603	7-A	38	148	7.3	57.6	128	2967	215/4000	-	295/1250	-	1755	2000
S line 3.0 TDI quattro Auto	-	5	50980	25490	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
S line 3.0 TDI quattro Auto	-	5	53560	26780	7-A	43	155	5.7	52.3	142	2967	268/3500	-	428/1250	-	1830	2000
S line 3.0 BiTDI quattro Auto	-	5	57230	29760	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100
Black Edition 3.0 TDI quattro Auto	-	5	53330	26665	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
Black Edition 3.0 TDI quattro Auto	-	5	55910	27955	7-A	44	155	5.7	52.3	142	2967	268/3500	-	428/1250	-	1830	2000
Black Edition 3.0 BiTDI quattro Auto	338	5	59580	30982	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100

A8

Rating ★★★★☆

Now even more refined, with exquisite attention to detail, great driving manners and exceptionally high comfort levels.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE 3.0 TDI quattro Auto	-	4	60235	22889	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
SE Executive 3.0 TDI quattro Auto	-	4	62840	23879	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
SE Executive 4.2 TDI quattro Auto	-	4	73485	26455	8-A	50	155	4.7	39.2	189	4134	380/3750	-	627/2000	-	2040	2300
Sport 3.0 TDI quattro Auto	-	4	66475	25261	8-A	47	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
Sport 4.2 TDI quattro Auto	-	4	77085	27751	8-A	50	155	4.7	38.2	193	4134	380/3750	-	627/2000	-	2040	2300
Edition 21 3.0 TDI quattro Auto	-	4	73175	27807	8-A	48	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
L SE 3.0 TDI quattro Auto	324	4	64235	24409	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
L SE Executive 3.0 TDI quattro Auto	-	4	66840	25399	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
L SE Executive 4.2 TDI quattro Auto	-	4	77450	27882	8-A	50	155	4.7	38.7	190	4134	380/3750	-	627/2000	-	2095	2300
L Edition 21 3.0 TDI quattro Auto	-	4	77140	29313	8-A	48	155	6.1	47.1	159	2967	258/4000	-	428/1750	-	1935	2200

Q3

LONG TERM TEST

Rating ★★★★☆

Audi's baby SUV now had bolder looks, decent kit, superb refinement and quality to match.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE 2.0 TDI	-	5	27190	16858	6-M	20	126	9.6	61.4	119	1968	148/3500	-	251/1750	-	1485	1800
SE 2.0 TDI quattro	-	5	28750	17825	6-M	20	126	9.3	56.5	131	1968	148/3500	-	251/1750	-	1570	1800
SE 2.0 TDI quattro Auto	-	5	30330	18805	7-A	20	126	9.3	55.4	134	1968	148/4000	-	251/1750	-	1605	2000
SE 2.0 TDI quattro	-	5	29550	18321	6-M	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1605	2000
SE 2.0 TDI quattro Auto	-	5	31130	19301	7-A	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1625	2000
S line 2.0 TDI	-	5	29740	18439	6-M	21	126	9.6	60.1	122	1968	148/3500	-	251/1750	-	1485	1800
S line 2.0 TDI quattro	-	5	31300	19406	6-M	21	126	9.3	55.4	134	1968	148/3500	-	251/1750	-	1570	1800
S line 2.0 TDI quattro Auto	-	5	32880	20386	7-A	21	126	9.3	54.3	137	1968	148/4000	-	251/1750	-	1605	2000
S line 2.0 TDI quattro	-	5	32115	19911	6-M	24	136	7.9	51.4	143	1968	181/3500	-	280/1800	-	1605	2000
S line 2.0 TDI quattro Auto	-	5	33695	20891	7-A	24	136	7.9	52.3	141	1968	181/3500	-	280/1800	-	1625	2000
S line Plus 2.0 TDI quattro	-	5	33650	20863	6-M	21	126	9.3	52.3	140	1968	148/3500	-	251/1750	-	1570	1800
S line Plus 2.0 TDI quattro Auto	-	5	35245	21852	7-A	21	126	9.3	51.4	144	1968	148/4000	-	251/1750	-	1605	2000
S line Plus 2.0 TDI quattro	-	5	34465	21368	6-M	25	136	7.9	49.6	148	1968	181/3500	-	280/1800	-	1605	2000
S line Plus 2.0 TDI quattro Auto	-	5	36045	22348	7-A	25	136	7.9	50.4	146	1968	181/3500	-	280/1800	-	1625	2000

Q5

Rating ★★★★☆

Comfortable and refined, with decent equipment levels. It's not bad to drive either, and the SQ5 is a real hotshot.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE 2.0 TDI quattro	-	5	32130	17993	6-M	21	118	10.8	50.4	147	1968	148/3250	-	236/1500	-	1820	1800
SE 2.0 TDI quattro	-	5	33105	18539	6-M	28	130	8.4	49.6	148	1968	187/3800	-	295/1750	-	1820	2000
SE 2.0 TDI quattro Auto	-	5	34690	19426	7-A	28	130	8.4	48.7	152	1968	187/3800	-	295/1750	-	1860	2000
SE 3.0 TDI quattro Auto	-	5	38790	21722	7-A	38	143	6.2	47.1	158	2967	254/4000	-	428/1750	-	1880	2400
S line 2.0 TDI quattro	-	5	34530	19337	6-M	21	118	10.8	49.6	150	1968	148/3250	-	236/1500	-	1820	1800
S line 2.0 TDI quattro	-	5	35540	19902	6-M	28	130	8.4	48.7	151	1968	187/3800	-	295/1750	-	1820	2000
S line 2.0 TDI quattro Auto	-	5	37090	20770	7-A	28	130	8.4	47.9	154	1968	187/3800	-	295/1750	-	1860	2000
S line 3.0 TDI quattro Auto	-	5	41190	23066	7-A	38	143	6.2	46.3	161	2967	254/4000	-	428/1750	-	1880	2400
S line Plus 2.0 TDI quattro	-	5	37065	20756	6-M	22	118	10.8	48.7	152	1968	148/3250	-	236/1500	-	1820	1800
S line Plus 2.0 TDI quattro	-	5	38040	21302	6-M	29	130	8.4	47.9	153	1968	187/3800	-	295/1750	-	1820	2000
S line Plus 2.0 TDI quattro Auto	-	5	39590	22170	7-A	29	130	8.4	47.1	157	1968	187/3800	-	295/1750	-	1860	2000
S line Plus 3.0 TDI quattro Auto	-	5	43690	24466	7-A	39	143	6.2	45.6	163	2967	254/4000	-	428/1750	-	1880	2400
SQ5 3.0 BiTDI quattro Auto	-	5	45475	26376	8-A	41	155	5.1	42.8	174	2967	309/3700	-	479/1400	-	2000	2400
SQ5 Plus 3.0 BiTDI quattro Auto	-	5	51845	30070	8-A	41	155	5.1	42.8	174	2967	335/4100	-	516/1500	-	2000	2400

New Q7

Rating ★★★★☆

Second generation Q7 is huge both inside and out and around 10 per cent more expensive than before.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE 3.0 TDI quattro Auto	-	5	47755	28653	8-A	35	134	7.3	48.7	150	2967	215/3250	-	369/1250	-	2060	2800
SE 3.0 TDI quattro Auto	-	5	50340	30204	8-A	40	145	6.5	47.9	153	2967	268/3250	-	443/1500	-	2060	2800
S line 3.0 TDI quattro Auto	-	5	51250	30750	8-A	36	134	7.3	48.7	150	2967	215/3250	-	369/1250	-	2060	2800
S line 3.0 TDI quattro Auto	-	5	53835	32301	8-A	41	145	6.5	47.9	153	2967	268/3250	-	443/1500	-	2060	2800

TT

Rating ★★★★½

Even more sensational than before. It's frugal, fast and technically a tour de force. It's the best TT yet.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Coupé Sport 2.0 TDI ultra	333	2	30110	16259	6-M	34	149	7.1	62.8	116	1968	181/3500	-	280/1750	-	1265	0
Coupé S line 2.0 TDI ultra	-	2	32660	17636	6-M	35	149	7.1	62.8	116	1968	181/3500	-	280/1750	-	1265	0
Roadster Sport 2.0 TDI ultra	-	2	31995	16637	6-M	35	147	7.3	61.4	120	1968	181/3500	-	280/1750	-	1360	0
Roadster S line 2.0 TDI ultra	-	2	34545	17963	6-M	36	147	7.3	61.4	120	1968	181/3500	-	280/1750	-	1360	0

BMW

UK dealers: 147 (i Dealers 47) **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New 1 Series

Rating ★★★★☆

An update for the baby of the range, with even more efficient engines and a slimmed down line-up.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
116d EfficientDynamics Plus	-	3	22030	11456	6-M	15	121	10.4	83.1	89	1496	114/4000	-	199/1750	-	1395	0
116d SE	-	3	21180	11014	6-M	15	124	10.3	78.5	94	1496	114/4000	-	199/1750	-	1395	1500
116d SE Auto	-	3	22730	11820	8-A	15	124	10.3	78.5	96	1496	114/4000	-	199/1750	-	1425	1500
116d Sport	-	3	22180	11534	6-M	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1395	1500
116d Sport Auto	-	3	23730	12340	8-A	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1425	1500
116d M Sport	-	3	23880	12418	6-M	16	124	10.3	70.6	106	1496	114/4000	-	199/1750	-	1395	1500
116d M Sport Auto	-	3	25430	13224	8-A	16	124	10.3	68.9	107	1496	114/4000	-	199/1750	-	1425	1500
118d SE	-	3	22325	11163	6-M	19	132	8.3	70.6	104	1995	148/4000	-	236/1750	-	1425	1500
118d SE Auto	-	3	23875	11938	8-A	19	132	8.1	74.3	99	1995	148/4000	-	236/1750	-	1450	1500
118d Sport	-	3	23325	11663	6-M	19	132	8.3	68.9	109	1995	148/4000	-	236/1750	-	1425	1500
118d Sport Auto	-	3	24875	12438	8-A	19	132	8.1	70.6	105	1995	148/4000	-	236/1750	-	1450	1500
118d M Sport	-	3	25025	12513	6-M	20	132	8.3	65.7	114	1995	148/4000	-	236/1750	-	1425	1500
118d M Sport Auto	-	3	26575	13288	8-A	20	132	8.1	67.3	110	1995	148/4000	-	236/1750	-	1450	1500
120d Sport	-	3	24775	12388	6-M	24	142	7.1	65.7	114	1995	188/4000	-	295/1750	-	1450	1500
120d Sport Auto	-	3	26325	13163	8-A	24	142	7.0	68.9	109	1995	188/4000	-	295/1750	-	1465	1500
120d M Sport	-	3	26475	13238	6-M	25	142	7.1	62.8	118	1995	188/4000	-	295/1750	-	1480	1500
120d M Sport Auto	-	3	28025	14013	8-A	25	142	7.0	65.7	114	1995	188/4000	-	295/1750	-	1495	1500
125d M Sport Auto	-	3	29800	15496	8-A	30	149	6.3	61.4	121	1995	221/4000	-	332/1750	-	1505	1500
116d EfficientDynamics Plus	339	5	22560	11731	6-M	15	121	10.4	83.1	89	1496	114/4000	-	199/1750	-	1395	0
116d SE	-	5	21710	11289	6-M	15	124	10.3	78.5	94	1496	114/4000	-	199/1750	-	1395	1500
116d SE Auto	-	5	23260	12095	8-A	15	124	10.3	78.5	96	1496	114/4000	-	199/1750	-	1425	1500
116d Sport	-	5	22710	11809	6-M	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1395	1500
116d Sport Auto	-	5	24260	12615	8-A	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1425	1500
116d M Sport	-	5	24410	12693	6-M	16	124	10.3	70.6	106	1496	114/4000	-	199/1750	-	1395	1500
116d M Sport Auto	-	5	25960	13499	8-A	16	124	10.3	68.9	107	1496	114/4000	-	199/1750	-	1425	1500
118d SE	-	5	22855	11428	6-M	19	132	8.3	70.6	104	1995	148/4000	-	236/1750	-	1425	1500
118d SE Auto	-	5	24405	12203	8-A	19	132	8.1	74.3	99	1995	148/4000	-	236/1750	-	1450	1500
118d Sport	-	5	23855	11928	6-M	19	132	8.3	68.9	109	1995	148/4000	-	236/1750	-	1425	1500
118d Sport Auto	-	5	25405	12703	8-A	19	132	8.1	70.6	105	1995	148/4000	-	236/1750	-	1450	1500
118d M Sport	-	5	25555	12778	6-M	20	132	8.3	65.7	114	1995	148/4000	-	236/1750	-	1425	1500
118d M Sport Auto	-	5	27105	13553	8-A	20	132	8.1	67.3	110	1995	148/4000	-	236/1750	-	1450	1500
120d Sport	-	5	25305	12653	6-M	24	142	7.1	65.7	114	1995	188/4000	-	295/1750	-	1450	1500
120d Sport Auto	-	5	26855	13428	8-A	24	142	7.0	68.9	109	1995	188/4000	-	295/1750	-	1465	1500
120d M Sport	-	5	27005	13503	6-M	25	142	7.1	62.8	118	1995	188/4000	-	295/1750	-	1480	1500
120d M Sport Auto	-	5	28555	14278	8-A	25	142	7.0	65.7	114	1995	188/4000	-	295/1750	-	1495	1500
120d xDrive Sport Auto	-	5	28355	14178	8-A	24	138	6.8	62.8	119	1995	188/4000	-	295/1750	-	1530	1500
120d xDrive M Sport Auto	-	5	30055	15028	8-A	24	138	6.8	60.1	124	1995	188/4000	-	295/1750	-	1530	1500
125d M Sport Auto	-	5	30330	15772	8-A	30	149	6.3	61.4	121	1995	221/4000	-	332/1750	-	1505	1500

2 Series Coupé/Convertible

Rating ★★★★☆

The 1 Series morphed into a 2 Series. Fantastic to drive, coupled with top efficiency, if not the last word in practicality.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
218d SE Coupé	-	2	24415	11231	6-M	tba	132	8.4	65.7	113	1995	148/4000	-	236/1500	-	1450	1200
218d SE Coupé Auto	-	2	25965	11944	8-A	tba	132	8.2	68.9	108	1995	148/4000	-	236/1500	-	1470	1200
218d Sport Coupé	-	2	25415	11691	6-M	tba	132	8.4	65.7	113	1995	148/4000	-	236/1500	-	1450	1200
218d Sport Coupé Auto	-	2	26965	12404	8-A	tba	132	8.2	68.9	108	1995	148/4000	-	236/1500	-	1470	1200
218d Luxury Coupé	-	2	26415	12151	6-M	tba	132	8.4	64.2	116	1995	148/4000	-	236/1500	-	1450	1200
218d Luxury Coupé Auto	-	2	27965	12864	8-A	tba	132	8.2	67.3	111	1995	148/4000	-	236/1500	-	1470	1200
218d M Sport Coupé	-	2	26765	12312	6-M	tba	132	8.4	64.2	116	1995	148/4000	-	236/1500	-	1450	1200
218d M Sport Coupé Auto	-	2	28315	13025	8-A	tba	132	8.2	67.3	111	1995	148/4000	-	236/1500	-	1470	1200
220d Sport Coupé	-	2	27015	12427	6-M	26	143	7.1	65.7	112	1995	188/4000	-	295/1750	-	1465	1500
220d Sport Coupé Auto	-	2	28565	13140	8-A	26	143	7.0	72.4	104	1995	188/4000	-	295/1750	-	1485	1500
220d Luxury Coupé	-	2	28015	12887	6-M	26	143	7.1	64.2	115	1995	188/4000	-	295/1750	-	1465	1500
220d Luxury Coupé Auto	-	2	29565	13600	8-A	26	143	7.0	68.9	107	1995	188/4000	-	295/1750	-	1485	1500
220d M Sport Coupé	-	2	28365	13048	6-M	27	143	7.1	64.2	115	1995	188/4000	-	295/1750		1465	1500
220d M Sport Coupé Auto	-	2	29915	13761	8-A	27	143	7.0	68.9	107	1995	188/4000	-	295/1750	-	1485	1500
220d xDrive Sport Coupé Auto	-	2	30065	13830	8-A	24	139	6.9	62.8	119	1995	188/4000	-	295/1750	-	1560	1500
220d xDrive Luxury Coupé Auto	-	2	31065	14290	8-A	25	139	6.9	60.1	124	1995	188/4000	-	295/1750	-	1560	1500
220d xDrive M Sport Coupé Auto	-	2	31415	14451	8-A	25	139	6.9	60.1	124	1995	188/4000	-	295/1750	-	1560	1500
225d M Sport Coupé Auto	-	2	32120	15418	8-A	tba	tba	6.2	61.4	121	1995	221/4400	-	332/1500	-	tba	tba
218d SE Convertible	-	2	28150	14075	6-M	tba	129	8.9	61.4	122	1995	148/4000	-	236/1500	-	1595	1500
218d SE Convertible Auto	-	2	29700	14850	8-A	tba	127	8.7	64.2	116	1995	148/4000	-	236/1500	-	1615	1500
218d Sport Convertble	-	2	29150	14575	6-M	tba	129	8.9	61.4	122	1995	148/4000	-	236/1500	-	1635	1500

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	218d Sport Convertible Auto	-	2	30700	15350	8-A	tba	127	8.7	64.2	116	1995	148/4000	-	236/1500	-	1655	1500
D	218d Luxury Convertible	-	2	30150	15075	6-M	tba	129	8.9	60.1	124	1995	148/4000	-	236/1500	-	1675	1500
D	218d Luxury Convertible Auto	-	2	31700	15850	8-A	tba	127	8.7	62.8	118	1995	148/4000	-	236/1500	-	1695	1500
D	218d M Sport Convertible	-	2	30500	15250	6-M	tba	129	8.9	60.1	124	1995	148/4000	-	236/1500	-	1715	1500
D	218d M Sport Convertible Auto	-	2	32050	16025	8-A	tba	127	8.7	62.8	118	1995	148/4000	-	236/1500	-	1735	1500
D	220d Sport Convertible	-	2	30500	15860	6-M	27	140	7.5	61.4	121	1995	188/4000	-	295/1750	-	1610	1500
D	220d Sport Convertible Auto	-	2	32050	16666	8-A	27	140	7.4	65.7	113	1995	188/4000	-	295/1750	-	1630	1500
D	220d Luxury Convertible	-	2	31500	16380	6-M	27	140	7.5	60.1	124	1995	188/4000	-	295/1750	-	1610	1500
D	220d Luxury Convertible Auto	-	2	33050	17186	8-A	27	140	7.4	64.2	117	1995	188/4000	-	295/1750	-	1630	1500
D	220d M Sport Convertible	-	2	31850	16562	6-M	27	140	7.5	60.1	124	1995	188/4000	-	295/1750	-	1610	1500
D	220d M Sport Convertible Auto	-	2	33400	17368	8-A	27	140	7.4	64.2	117	1995	188/4000	-	295/1750	-	1630	1500
D	225d M Sport Convertible Auto	-	2	35500	18460	8-A	tba	146	6.4	57.6	128	1995	221/4400	-	332/1500	-	1650	1500

2 Series Active Tourer/Gran Tourer

Rating ★★★★

BMW's first MPV and front-wheel-drive model in its history. Top marks for versatility but lacks some sparkle on the road.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	216d SE Active Tourer	-	5	23945	11973	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d SE Active Tourer Auto	-	5	25195	12598	6-A	11	tba	10.6	72.4	103	1496	114/4000	-	199/1750	-	tba	tba
D	216d Sport Active Tourer	-	5	25195	12598	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d Sport Active Tourer Auto	-	5	26445	13223	6-A	11	tba	10.6	72.4	103	1496	114/4000	-	199/1750	-	tba	tba
D	216d Luxury Active Tourer	-	5	25945	12973	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d Luxury Active Tourer Auto	-	5	27195	13598	6-A	11	tba	10.6	72.4	103	1496	114/4000	-	199/1750	-	tba	tba
D	216d M Sport Active Tourer	-	5	26945	13473	6-M	12	121	10.6	72.4	104	1496	114/4000	-	199/1750	-	1440	1300
D	216d M Sport Active Tourer Auto	-	5	28195	14098	6-A	12	tba	10.6	68.9	108	1496	114/4000	-	199/1750	-	tba	tba
D	218d SE Active Tourer	-	5	25090	12545	6-M	15	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d SE Active Tourer Auto	-	5	26640	13320	8-A	15	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d Sport Active Tourer	-	5	26340	13170	6-M	16	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d Sport Active Tourer Auto	-	5	27890	13945	8-A	16	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d Luxury Active Tourer	-	5	27090	13545	6-M	16	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d Luxury Active Tourer Auto	333	5	28640	14320	8-A	16	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d M Sport Active Tourer	-	5	28090	14045	6-M	16	129	8.9	65.7	114	1995	148/4000	-	243/1750	-	1450	1300
D	218d M Sport Active Tourer Auto	-	5	29640	14820	8-A	16	130	8.9	65.7	114	1995	148/4000	-	243/1750	-	1485	1300
D	220d Sport Active Tourer	-	5	27790	13895	6-M	21	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D	220d Sport Active Tourer Auto	-	5	29340	14670	8-A	21	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D	220d Luxury Active Tourer	-	5	28540	14270	6-M	21	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D	220d Luxury Active Tourer Auto	-	5	30090	15045	8-A	21	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D	220d M Sport Active Tourer	-	5	29540	14770	6-M	21	141	7.6	62.8	119	1995	188/4000	-	295/1750	-	1480	1500
D	220d M Sport Active Tourer Auto	-	5	31090	15545	8-A	21	140	7.5	64.2	116	1995	188/4000	-	295/1750	-	1505	1500
D	220d xDrive Sport Active Tourer Auto	-	5	30840	15420	8-A	20	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D	220d xDrive Luxury Active Tourer Auto	-	5	31590	15795	8-A	21	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D	220d xDrive M Sport Active Tourer Auto	-	5	32590	16295	8-A	21	139	7.3	58.9	127	1995	188/4000	-	295/1750	-	1585	1500
PE	225xe Sport Active Tourer Auto	-	5	30005	15003	tba	tba	tba	tba	tba	tba	tba	134/tba	87	tba	tba	tba	tba
PE	225xe Luxury Active Tourer Auto	-	5	30755	15378	tba	tba	tba	tba	tba	tba	tba	134/tba	87	tba	tba	tba	tba
D	216d SE Gran Tourer	-	5	25645	12823	6-M	10	119	11.4	68.9	108	1496	114/4000	-	199/1750	-	1545	1500
D	216d SE Gran Tourer Auto	-	5	26895	13448	6-A	10	119	11.2	68.9	109	1496	114/4000	-	199/1750	-	1555	1500
D	216d Sport Gran Tourer	-	5	26895	13448	6-M	10	119	11.4	68.9	108	1496	114/4000	-	199/1750	-	1545	1500
D	216d Sport Gran Tourer Auto	-	5	28145	14073	6-A	10	119	11.2	68.9	109	1496	114/4000	-	199/1750	-	1555	1500
D	216d Luxury Gran Tourer	-	5	27645	13823	6-M	10	119	11.4	68.9	108	1496	114/4000	-	199/1750	-	1545	1500
D	216d Luxury Gran Tourer Auto	-	5	28895	14448	6-A	10	119	11.2	68.9	109	1496	114/4000	-	199/1750	-	1555	1500
D	216d M Sport Gran Tourer	-	5	28645	14323	6-M	11	119	11.4	67.3	111	1496	114/4000	-	199/1750	-	1545	1500
D	216d M Sport Gran Tourer Auto	-	5	29895	14948	6-A	11	119	11.2	65.7	114	1496	114/4000	-	199/1750	-	1555	1500
D	218d SE Gran Tourer	-	5	26790	13395	6-M	14	127	9.5	64.2	115	1995	148/4000	-	243/1750	-	1575	1500
D	218d SE Gran Tourer Auto	-	5	28340	14170	8-A	14	129	9.5	64.2	115	1995	148/4000	-	243/1750	-	1605	1500
D	218d Sport Gran Tourer	-	5	28040	14020	6-M	15	127	9.5	64.2	115	1995	148/4000	-	243/1750	-	1575	1500
D	218d Sport Gran Tourer Auto	-	5	29590	14795	8-A	15	129	9.5	64.2	115	1995	148/4000	-	243/1750	-	1605	1500
D	218d Luxury Gran Tourer	-	5	28790	14395	6-M	15	127	9.5	64.2	115	1995	148/4000	-	243/1750	-	1575	1500
D	218d Luxury Gran Tourer Auto	-	5	30340	15170	8-A	15	129	9.5	64.2	115	1995	148/4000	-	243/1750	-	1605	1500
D	218d M Sport Gran Tourer	-	5	29790	14895	6-M	15	127	9.5	62.8	119	1995	148/4000	-	243/1750	-	1575	1500
D	218d M Sport Gran Tourer Auto	-	5	31340	15670	8-A	15	129	9.5	62.8	119	1995	148/4000	-	243/1750	-	1605	1500
D	220d Sport Gran Tourer Auto	-	5	31040	15520	8-A	tba	137	8.0	62.8	119	1995	188/4000	-	295/1750	-	1615	1600
D	220d Luxury Gran Tourer Auto	-	5	31790	15895	8-A	tba	137	8.0	62.8	119	1995	188/4000	-	295/1750	-	1615	1600
D	220d M Sport Gran Tourer Auto	-	5	32790	16395	8-A	tba	137	8.0	60.1	124	1995	188/4000	-	295/1750	-	1615	1600
D	220d xDrive Sport Gran Tourer Auto	-	5	32540	16270	8-A	19	135	7.8	57.6	129	1995	188/4000	-	295/1750	-	1690	1600
D	220d xDrive Luxury Gran Tourer Auto	-	5	33290	16645	8-A	19	135	7.8	57.6	129	1995	188/4000	-	295/1750	-	1690	1600
D	220d xDrive M Sport Gran Tourer Auto	-	5	34420	17210	8-A	20	135	7.8	55.4	134	1995	188/4000	-	295/1750	-	1690	1600

New 3 Series

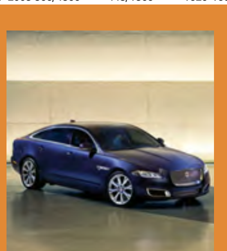
Rating ★★★★

It's the best 3 yet. New model is leaner, cleaner and greener, as well as more spacious. Common, but still classy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	316d SE	-	4	27435	12071	6-M	18	127	10.7	68.9	109	1995	114/4000	-	199/1250	-	1495	1600
D	316d SE Auto	-	4	28985	12753	8-A	18	127	10.6	68.9	109	1995	114/4000	-	199/1250	-	1505	1600
D	316d Sport	-	4	27735	12203	6-M	18	127	10.7	68.9	109	1995	114/4000	-	199/1250	-	1495	1600
D	316d Sport Auto	-	4	29285	12885	8-A	18	127	10.6	68.9	109	1995	114/4000	-	199/1250	-	1505	1600
D	318d SE	-	4	28685	12621	6-M	22	134	8.6	67.3	111	1995	148/4000	-	236/1500	-	1505	1600
D	318d SE Auto	-	4	30235	13303	8-A	22	132	8.4	67.3	111	1995	148/4000	-	236/1500	-	1525	1600
D	318d Sport	-	4	28985	12753	6-M	22	134	8.6	67.3	111	1995	148/4000	-	236/1500	-	1505	1600
D	318d Sport Auto	-	4	30535	13435	8-A	22	132	8.4	67.3	111	1995	148/4000	-	236/1500	-	1525	1600
D	318d Luxury	-	4	31185	13721	6-M	22	134	8.6	64.2	116	1995	148/4000	-	236/1500	-	1505	1600
D	318d Luxury Auto	-	4	32735	14403	8-A	22	132	8.4	64.2	116	1995	148/4000	-	236/1500	-	1525	1600
D	318d M Sport	-	4	30985	13633	6-M	23	134	8.6	64.2	116	1995	148/4000	-	236/1500	-	1505	1600
D	318d M Sport Auto	-	4	32535	14315	8-A	23	132	8.4	64.2	116	1995	148/4000	-	236/1500	-	1525	1600
D	320d EfficientDynamics Plus	-	4	30485	14023	6-M	27	146	7.9	72.4	102	1995	161/4000	-	295/1750	-	1495	1800
D	320d EfficientDynamics Plus Auto	-	4	32035	14736	8-A	27	143	7.8	74.3	99	1995	161/4000	-	295/1750	-	1505	1800
D	320d EfficientDynamics Sport	-	4	30985	14253	6-M	28	146	7.9	68.9	108	1995	161/4000	-	295/1750	-	1495	1800
D	320d EfficientDynamics Sport Auto	-	4	32535	14966	8-A	28	143	7.8	70.6	104	1995	161/4000	-	295/1750	-	1505	1800
D	320d SE	-	4	29785	13701	6-M	28	143	7.3	67.3	111	1995	188/4000	-	295/1750	-	1505	1600
D	320d SE Auto	-	4	31335	14414	8-A	28	140	7.2	67.3	111	1995	188/4000	-	295/1750	-	1525	1600
D	320d Sport	-	4	30085	13839	6-M	28	143	7.3	67.3	111	1995	188/4000	-	295/1750	-	1505	1600
D	320d Sport Auto	-	4	31635	14552	8-A	28	140	7.2	67.3	111	1995	188/4000	-	295/1750	-	1525	1600
D	320d Luxury	-	4	32285	14851	6-M	28	143	7.3	64.2	116	1995	188/4000	-	295/1750	-	1505	1600
D	320d Luxury Auto	-	4	33835	15564	8-A	28	140	7.2	64.2	116	1995	188/4000	-	295/1750	-	1525	1600
D	320d M Sport	-	4	32085	14759	6-M	28	143	7.3	64.2	116	1995	188/4000	-	295/1750	-	1505	1600
D	320d M Sport Auto	344	4	33635	15472	8-A	28	140	7.2	64.2	116	1995	188/4000	-	295/1750	-	1525	1600
D	320d xDrive SE	-	4	31285	14391	6-M	27	143	7.4	62.8	119	1995	188/4000	-	295/1750	-	1590	1600
D	320d xDrive SE Auto	-	4	32835	15104	8-A	27	140	7.3	62.8	118	1995	188/4000	-	295/1750	-	1610	1600
D	320d xDrive Sport	-	4	31585	14529	6-M	27	143	7.4	62.8	119	1995	188/4000	-	295/1750	-	1590	1600
D	320d xDrive Sport Auto	-	4	33135	15242	8-A	27	140	7.3	62.8	118	1995	188/4000	-	295/1750	-	1610	1600
D	320d xDrive Luxury	-	4	33785	15541	6-M	28	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1590	1600
D	320d xDrive Luxury Auto	-	4	35335	16254	8-A	28	140	7.3	60.1	123	1995	188/4000	-	295/1750	-	1610	1600
D	320d xDrive M Sport	-	4	33585	15449	6-M	28	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1590	1600
D	320d xDrive M Sport Auto	-	4	35135	16162	8-A	28	140	7.3	60.1	123	1995	188/4000	-	295/1750	-	1610	1600
D	330d Luxury Auto	-	4	37615	18055	8-A	37	155	5.6	56.5	131	2993	255/4000	-	413/1500	-	1615	1800
D	330d M Sport Auto	-	4	37415	17959	8-A	37	155	5.6	56.5	131	2993	255/4000	-	413/1500	-	1615	1800
D	330d xDrive Luxury Auto	-	4	39115	18775	8-A	37	155	5.3	53.3	139	2993	255/4000	-	413/1500	-	1690	1800
D	330d xDrive M Sport Auto	-	4	38915	18679	8-A	37	155	5.3	53.3	139	2993	255/4000	-	413/1500	-	1690	1800
D	335d xDrive M Sport Auto	-	4	40330	19358	8-A	40	155	4.8	51.4	145	2993	308/4400	-	465/1500	-	1705	1800
PE	330e SE Auto	-	4	33935	tba	tba	tba	tba	tba	134.5	44	tba	tba	-	tba	-	tba	tba
PE	330e Sport Auto	-	4	34235	tba	tba	tba	tba	tba	134.5	44	tba	tba	-	tba	-	tba	tba
PE	330e Luxury Auto	-	4	36435	tba	tba	tba	tba	tba	134.5	44	tba	tba	-	tba	-	tba	tba
PE	330e M Sport Auto	-	4	36735	tba	tba	tba	tba	tba	134.5	44	tba	tba	-	tba	-	tba	tba
D	316d SE Touring	-	5	28735	13218	6-M	18	124	11.2	64.2	116	1995	114/4000	-	199/1250	-	1570	1600
D	316d SE Touring Auto	-	5	30285	13931	8-A	18	123	11.1	64.2	116	1995	114/4000	-	199/1250	-	1585	1600
D	316d Sport Touring	-	5	29035	13356	6-M	18	124	11.2	64.2	116	1995	114/4000	-	199/1250	-	1570	1600
D	316d Sport Touring Auto	-	5	30585	14069	8-A	18	123	11.1	64.2	116	1995	114/4000	-	199/1250	-	1585	1600
D	318d SE Touring	-	5	29985	13793	6-M	22	130	8.9	62.8	117	1995	148/4000	-	236/1500	-	1575	1600
D	318d SE Touring Auto	-	5	31535	14506	8-A	22	130	8.8	65.7	114	1995	148/4000	-	236/1500	-	1595	1800
D	318d Sport Touring	-	5	30285	13931	6-M	22	130	8.9	62.8	117	1995	148/4000	-	236/1500	-	1575	1600
D	318d Sport Touring Auto	-	5	31835	14644	8-A	22	130	8.8	65.7	114	1995	148/4000	-	236/1500	-	1595	1800
D	318d Luxury Touring	-	5	32485	14943	6-M	22	130	8.9	61.4	122	1995	148/4000	-	236/1500	-	1575	1600
D	318d Luxury Touring Auto	-	5	34035	15656	8-A	22	130	8.8	62.8	119	1995	148/4000	-	236/1500	-	1595	1800
D	318d M Sport Touring	-	5	32285	14851	6-M	23	130	8.9	61.4	122	1995	148/4000	-	236/1500	-	1575	1600
D	318d M Sport Touring Auto	-	5	33835	15564	8-A	23	130	8.8	62.8	119	1995	148/4000	-	236/1500	-	1595	1800
D	320d EfficientDynamics Plus	-	5	31785	14621	6-M	27	138	8.2	68.9	107	1995	161/4000	-	295/1750	-	1575	1800
D	320d EfficientDynamics Plus Auto	-	5	33335	15334	8-A	27	138	8.1	70.6	104	1995	161/4000	-	295/1750	-	1585	1800
D	320d EfficientDynamics Sport Touring	-	5	32285	14851	6-M	28	138	8.2	65.7	114	1995	161/4000	-	295/1750	-	1575	1800
D	320d EfficientDynamics Sport Touring Auto	-	5	33835	15564	8-A	28	138	8.1	67.3	111	1995	161/4000	-	295/1750	-	1585	1800
D	320d SE Touring	-	5	31085	14299	6-M	28	143	7.6	62.8	118	1995	188/4000	-	295/1750	-	1585	1600
D	320d SE Touring Auto	-	5	32635	15012	8-A	28	140	7.4	65.7	114	1995	188/4000	-	295/1750	-	1605	1800
D	320d Sport Touring	-	5	31385	14437	6-M	28	143	7.6	62.8	118	1995	188/4000	-	295/1750	-	1585	1600
D	320d Sport Touring Auto	-	5	32935	15150	8-A	28	140	7.4	65.7	114	1995	188/4000	-	295/1750	-	1605	1800
D	320d Luxury Touring	-	5	33585	15449	6-M	28	143	7.6	60.1	123	1995	188/4000	-	295/1750	-	1585	1600
D	320d Luxury Touring Auto	-	5	35135	16162	8-A	28	140	7.4	62.8	119	1995	188/4000	-	295/1750	-	1605	1800
D	320d M Sport Touring	-	5	33385	15357	6-M	28	143	7.6	60.1	123	1995	188/4000	-	295/1750	-	1585	1600
D	320d M Sport Touring Auto	-	5	34935	16070	8-A	28	140	7.4	62.8	119	1995	188/4000	-	295/1750	-	1605	1800
D	320d xDrive SE Touring	-	5	32585	14989	6-M	27	142	7.6	57.6	128	1995	188/4000	-	295/1750	-	1655	1800
D	320d xDrive SE Touring Auto	-	5	34135	15702	8-A	27	138	7.6	60.1	124	1995	188/4000	-	295/1750	-	1680	1800
D	320d xDrive Sport Touring	-	5	32885	15127	6-M	27	142	7.6	57.6	128	1995	188/4000	-	295/1750	-	1655	1800
D	320d xDrive Sport Touring Auto	-	5	34435	15840	8-A	27	138	7.6	60.1	124	1995	188/4000	-	295/1750	-	1680	1800
D	320d xDrive Luxury Touring	-	5	35215	16199	6-M	28	142	7.6	56.5	133	1995	188/4000	-	295/1750	-	1655	1800
D	320d xDrive Luxury Touring Auto	-	5	36765	16912	8-A	28	138	7.6	57.6	129	1995	188/4000	-	295/1750	-	1680	1800
D	320d xDrive M Sport Touring	-	5	35015	16107	6-M	28	142	7.6	56.5	133	1995	188/4000	-	295/1750	-	1655	1800
D	320d xDrive M Sport Touring Auto	-	5	36565	16820	8-A	28	138	7.6	57.6	129	1995	188/4000	-	295/1750	-	1680	1800
D	330d Luxury Touring Auto	-	5	38915	19458	8-A	37	155	5.6	53.3	138	2993	255/4000	-	413/1500	-	1685	1800
D	330d M Sport Touring Auto	-	5	38715	19358	8-A	37	155	5.6	53.3	138	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive Luxury Touring Auto	-	5	40430	20215	8-A	37	155	5.4	51.4	145	2993	255/4000	-	413/1500	-	1755	1800
D	330d xDrive M Sport Touring Auto	-	5	40230	20115	8-A	37	155	5.4	51.4	145	2993	255/4000	-	413/1500	-	1755	1800
D	335d xDrive M Sport Touring Auto	-	5	41665	20833	8-A	40	155	4.9	49.6	151	2993	308/4400	-	465/1500	-	1770	1800
D	318d SE Gran Turismo	-	5	31275	14387	6-M	24	130	9.3	61.4	121	1995	148/4000	-	236/1500	-	1645	1700
D	318d SE Gran Turismo Auto	-	5	32825	15100	8-A	24	130	9.2	64.2	117	1995	148/4000	-	236/1500	-	1670	1700
D	318d Sport Gran Turismo	-	5	32275	14847	6-M	24	130	9.3	61.4	121	1995	148/4000	-	236/1500	-	1645	1700
D	318d Sport Gran Turismo Auto	-	5	33825	15560	8-A	24	130	9.2	64.2	117	1995	148/4000	-	236/1500	-	1670	1700
D	318d Luxury Gran Turismo	-	5	33275	15307	6-M	24	130	9.3	61.4	121	1995	148/4000	-	236/1500	-	1645	1700
D	318d Luxury Gran Turismo Auto	-	5	34825	16020	8-A	24	130	9.2	64.2	117	1995	148/4000	-	236/1500	-	1670	1700
D	318d M Sport Gran Turismo	-	5	33525	15422	6-M	24	130	9.3	61.4	121	1995	148/4000	-	236/1500	-	1645	1700
D	318d M Sport Gran Turismo Auto	-	5	35075	16135	8-A	24	130	9.2	64.2	117	1995	148/4000	-	236/1500	-	1670	1700
D	320d SE Gran Turismo	-	5	32375	14893	6-M	30	143	7.8	60.1	125	1995	188/4000	-	295/1750	-	1655	1600
D	320d SE Gran Turismo Auto	-	5	33925	15606	8-A	30	140	7.7	62.8	118	1995	188/4000	-	295/1750	-	1670	1600
D	320d Sport Gran Turismo	-	5	33375	15353	6-M	30	143	7.8	60.1	125	1995	188/4000	-	295/1750	-	1655	1600
D	320d Sport Gran Turismo Auto	-	5	34925	16066	8-A	30	140	7.7	62.8	118	1995	188/4000	-	295/1750	-	1670	1600
D	320d Luxury Gran Turismo	-	5	34375	15813	6-M	31	143	7.8	60.1	125	1995	188/4000	-	295/1750	-	1655	1600
D	320d Luxury Gran Turismo Auto	-	5	35925	16526	8-A	31	140	7.7	62.8	118	1995	188/4000	-	295/1750	-	1670	1600
D	320d M Sport Gran Turismo	-	5	34625	15928	6-M	31	143	7.8	60.1	125	1995	188/4000	-	295/1750	-	1655	1600
D	320d M Sport Gran Turismo Auto	-	5	36175	16641	8-A	31	140	7.7	62.8	118	1995	188/4000	-	295/1750	-	1670	1600
D	320d xDrive SE Gran Turismo Auto	-	5	35425	16296	8-A	31	140	7.7	60.1	124	1995	188/4000	-	295/1750	-	1735	1600
D	320d xDrive Sport Gran Turismo Auto	-	5	36425	16756	8-A	31	140	7.7	60.1	124	1995	188/4000	-	295/1750	-	1735	1600
D	320d xDrive Luxury Gran Turismo Auto	-	5	37425	17216	8-A	31	140	7.7	60.1	124	1995	188/4000	-	295/1750	-	1735	1600
D	320d xDrive M Sport Gran Turismo Auto	-	5	37675	17331	8-A	31	140	7.7	60.1	124	1995	188/4000	-	295/1750	-	1735	1600
D	325d SE Gran Turismo	-	5	34305	15780	6-M	34	149	7.1	54.3	136	1995	215/4000	-	332/1500	-	1675	1800
D	325d SE Gran Turismo Auto	-	5	35855	16493	8-A	34	149	6.8	55.4	133	1995	215/4000	-	332/1500	-	1690	1800
D	325d Luxury Gran Turismo	-	5	36305	16700	6-M	34	149	7.1	54.3	136	1995	215/4000	-	332/1500	-	1675	1800
D	325d Luxury Gran Turismo Auto	-	5	37855	17413	8-A	34	149	6.8	55.4	133	1995	215/4000	-	332/1500	-	1690	1800
D	325d M Sport Gran Turismo	-	5	36555	16815	6-M	34	149	7.1	54.3	136	1995	215/4000	-	332/1500	-	1675	1800
D	325d M Sport Gran Turismo Auto	-	5	38105	17528	8-A	34	149	6.8	55.4	133	1995	215/4000	-	332/1500	-	1690	1800
D	330d SE Gran Turismo Auto	-	5	37705	17344	8-A	40	155	5.7	54.3	137	2993	255/4000	-	413/2000	-	1735	1800
D	330d Luxury Gran Turismo Auto	-	5	39705	18264	8-A	40	155	5.7	54.3	137	2993	255/4000	-	413/2000	-	1735	1800
D	330d M Sport Gran Turismo Auto	-	5	39955	18379	8-A	41	155	5.7	54.3	137	2993	255/4000	-	413/2000	-	1735	1800
D	330d xDrive SE Gran Turismo Auto	-	5	39220	18041	8-A	40	155	5.4	51.4	144	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive Luxury Gran Turismo Auto	-	5	41220	18961	8-A	40	155	5.4	51.4	144	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive M Sport Gran Turismo Auto	-	5	41470	19076	8-A	41	155	5.4	51.4	144	2993	255/4000	-	413/2000	-	1805	1800
D	335d xDrive Luxury Gran Turismo Auto	-	5	44120	20295	8-A	42	155	4.9	49.6	149	2993	308/4300	-	443/1300	-	1820	1800
D	335d xDrive M Sport Gran Turismo Auto	-	5	44370	20410	8-A	42	155	4.9	49.6	149	2993	308/4300	-	443/1300	-	1820	1800

TOP 5
MOST EXPENSIVE LUXURY DIESEL SALOON CARS ON SALE

1	Jaguar XJ L Autobiography 3.0 Diesel	£80,250
2	Audi A8 L SE Executive 4.2 TDI quattro	£77,450
3	Audi A8 L Edition 21 3.0 TDI quattro	£77,140
4	Audi A8 Sport 4.2 TDI quattro	£77,085
5	Audi A8 SE Executive 4.2 TDI quattro	£73,485



4 Series

Rating ★★★★

Stylish, fantastic to drive, roomy and well kitted out. The 4 Series range will no doubt be a sure fire hit.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	418d SE Coupé	-	2	31695	13312	6-M	24	134	8.6	67.3	110	1995	148/4000	-	236/1500	-	1535	1600
D	418d SE Coupé Auto	-	2	33245	13963	8-A	24	133	8.6	68.9	109	1995	148/4000	-	236/1500	-	1560	1600
D	418d Sport Coupé	-	2	33195	13942	6-M	25	134	8.6	62.8	118	1995	148/4000	-	236/1500	-	1535	1600
D	418d Sport Coupé Auto	-	2	34745	14593	8-A	25	133	8.6	64.2	117	1995	148/4000	-	236/1500	-	1560	1600
D	418d Luxury Coupé	-	2	34195	14362	6-M	25	134	8.6	62.8	118	1995	148/4000	-	236/1500	-	1535	1600
D	418d Luxury Coupé Auto	-	2	35745	15013	8-A	25	133	8.6	64.2	117	1995	148/4000	-	236/1500	-	1560	1600
D	418d M Sport Coupé	-	2	34695	14572	6-M	25	134	8.6	62.8	118	1995	148/4000	-	236/1500	-	1535	1600
D	418d M Sport Coupé Auto	-	2	36245	15223	8-A	25	133	8.6	64.2	117	1995	148/4000	-	236/1500	-	1560	1600
D	420d SE Coupé	320	2	32495	13648	6-M	30	149	7.3	67.3	111	1995	188/4000	-	295/1750	-	1550	1600
D	420d SE Coupé Auto	-	2	34045	14299	8-A	30	144	7.1	70.6	106	1995	188/4000	-	295/1750	-	1575	1600
D	420d Sport Coupé	-	2	33995	14278	6-M	31	149	7.3	62.8	119	1995	188/4000	-	295/1750	-	1550	1600
D	420d Sport Coupé Auto	-	2	35545	14929	8-A	31	144	7.1	65.7	114	1995	188/4000	-	295/1750	-	1575	1600
D	420d Luxury Coupé	-	2	34995	14698	6-M	31	149	7.3	62.8	119	1995	188/4000	-	295/1750	-	1550	1600
D	420d Luxury Coupé Auto	-	2	36545	15349	8-A	31	144	7.1	65.7	114	1995	188/4000	-	295/1750	-	1575	1600
D	420d M Sport Coupé	-	2	35495	14908	6-M	31	149	7.3	62.8	119	1995	188/4000	-	295/1750	-	1550	1600
D	420d M Sport Coupé Auto	-	2	37045	15559	8-A	31	144	7.1	65.7	114	1995	188/4000	-	295/1750	-	1575	1600

POWER · ISSUE TESTED · DOORS · LIST PRICE £ · TRADE-IN VALUE · GEARBOX · INS. GROUP · TOP SPEED · 0-62MPH · COMBINED MPG (RANGE) · CO2 G/KM · ENGINE CC · ENGINE POWER BHP/RPM · ELECTRIC MOTOR POWER BHP · ENGINE TORQUE LB FT/RPM · ELECTIRC MOTOR TORQUE LB FT/RPM · KERB WEIGHT (KG) · TOWING WEIGHT (KG)

4 Series (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	420d xDrive SE Coupé	-	2	33995	14278	6-M	30	147	7.4	64.2	117	1995	188/4000	-	295/1750	-	1615	1600
D	420d xDrive SE Coupé Auto	-	2	35545	14929	8-A	30	142	7.2	64.2	117	1995	188/4000	-	295/1750	-	1635	1600
D	420d xDrive Sport Coupé	-	2	35495	14908	6-M	30	147	7.4	60.1	125	1995	188/4000	-	295/1750	-	1615	1600
D	420d xDrive Sport Coupé Auto	-	2	37045	15559	8-A	30	142	7.2	60.1	125	1995	188/4000	-	295/1750	-	1635	1600
D	420d xDrive Luxury Coupé	-	2	36495	15328	6-M	30	147	7.4	60.1	125	1995	188/4000	-	295/1750	-	1615	1600
D	420d xDrive Luxury Coupé Auto	-	2	38045	15979	8-A	30	142	7.2	60.1	125	1995	188/4000	-	295/1750	-	1635	1600
D	420d xDrive M Sport Coupé	-	2	36995	15538	6-M	30	147	7.4	60.1	125	1995	188/4000	-	295/1750	-	1615	1600
D	420d xDrive M Sport Coupé Auto	-	2	38545	16189	8-A	30	142	7.2	60.1	125	1995	188/4000	-	295/1750	-	1635	1600
D	425d SE Coupé	-	2	35430	15589	6-M	33	153	6.7	56.5	131	1995	215/4400	-	332/1500	-	1565	1800
D	425d SE Coupé Auto	-	2	36980	16271	8-A	33	153	6.5	60.1	124	1995	215/4400	-	332/1500	-	1580	1800
D	425d Sport Coupé	-	2	36930	16249	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d Sport Coupé Auto	-	2	38480	16931	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	425d Luxury Coupé	-	2	37930	16689	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d Luxury Coupé Auto	-	2	39480	17371	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	425d M Sport Coupé	-	2	38430	16909	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d M Sport Coupé Auto	-	2	39980	17591	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	430d Luxury Coupé Auto	-	2	40445	16987	8-A	40	155	5.5	55.4	134	2993	255/4000	-	413/2000	-	1615	1800
D	430d M Sport Coupé Auto	-	2	40945	17197	8-A	40	155	5.5	55.4	134	2993	255/4000	-	413/2000	-	1615	1800
D	430d xDrive Luxury Coupé Auto	-	2	41960	17623	8-A	40	155	5.2	52.3	142	2993	255/4000	-	413/2000	-	1690	1800
D	430d xDrive M Sport Coupé Auto	-	2	42460	17833	8-A	40	155	5.2	52.3	142	2993	255/4000	-	413/2000	-	1690	1800
D	435d xDrive Luxury Coupé Auto	-	2	45245	20813	8-A	41	155	4.7	50.4	147	2993	308/4400	-	465/1500	-	1700	1800
D	435d xDrive M Sport Coupé Auto	-	2	45745	21043	8-A	41	155	4.7	50.4	147	2993	308/4400	-	465/1500	-	1700	1800
D	420d SE Convertible	-	2	37380	15700	6-M	31	tba	8.1	58.9	127	1995	188/4000	-	295/1750	-	tba	tba
D	420d SE Convertible Auto	-	2	38930	16351	8-A	31	tba	8.0	64.2	116	1995	188/4000	-	295/1750	-	tba	tba
D	420d Sport Convertible	-	2	38880	16330	6-M	31	tba	8.1	55.4	134	1995	188/4000	-	295/1750	-	tba	tba
D	420d Sport Convertible Auto	-	2	40430	16981	8-A	31	tba	8.0	60.1	124	1995	188/4000	-	295/1750	-	tba	tba
D	420d Luxury Convertible	-	2	39880	16750	6-M	31	tba	8.1	55.4	134	1995	188/4000	-	295/1750	-	tba	tba
D	420d Luxury Convertible Auto	-	2	41430	17401	8-A	31	tba	8.0	60.1	124	1995	188/4000	-	295/1750	-	tba	tba
D	420d M Sport Convertible	-	2	40380	16960	6-M	31	tba	8.1	55.4	134	1995	188/4000	-	295/1750	-	tba	tba
D	420d M Sport Convertible Auto	-	2	41930	17611	8-A	31	tba	8.0	60.1	124	1995	188/4000	-	295/1750	-	tba	tba
D	425d SE Convertible	-	2	39240	16481	6-M	34	150	7.3	54.3	138	1995	215/4400	-	332/1500	-	1715	1800
D	425d SE Convertible Auto	-	2	40790	17132	8-A	34	150	7.1	56.5	132	1995	215/4400	-	332/1500	-	1730	1800
D	425d Sport Convertible	-	2	40755	17117	6-M	34	150	7.3	52.3	143	1995	215/4400	-	332/1500	-	1715	1800
D	425d Sport Convertible Auto	-	2	42305	17768	8-A	34	150	7.1	54.3	137	1995	215/4400	-	332/1500	-	1730	1800
D	425d Luxury Convertible	-	2	41755	17537	6-M	34	150	7.3	52.3	143	1995	215/4400	-	332/1500	-	1715	1800
D	425d Luxury Convertible Auto	-	2	43305	18188	8-A	34	150	7.1	54.3	137	1995	215/4400	-	332/1500	-	1730	1800
D	425d M Sport Convertible	-	2	42255	17747	6-M	35	150	7.3	52.3	143	1995	215/4400	-	332/1500	-	1715	1800
D	425d M Sport Convertible Auto	-	2	43805	18398	8-A	35	150	7.1	54.3	137	1995	215/4400	-	332/1500	-	1730	1800
D	430d Luxury Convertible Auto	-	2	45200	18984	8-A	40	155	5.9	51.4	144	2993	255/4000	-	413/1500	-	1845	1800
D	430d M Sport Convertible Auto	-	2	45700	19194	8-A	41	155	5.9	51.4	144	2993	255/4000	-	413/1500	-	1845	1800
D	435d xDrive Luxury Convertible Auto	-	2	49100	20622	8-A	42	155	5.2	47.9	155	2993	308/4000	-	465/1500	-	1925	1800
D	435d xDrive M Sport Convertible Auto	-	2	49600	20832	8-A	42	155	5.2	47.9	155	2993	308/4000	-	465/1500	-	1925	1800
D	418d SE Gran Coupé	-	5	31695	14580	6-M	23	132	9.0	65.7	114	1995	148/4000	-	236/1500	-	1585	1600
D	418d SE Gran Coupé Auto	-	5	33245	15293	8-A	23	132	8.9	65.7	112	1995	148/4000	-	236/1500	-	1605	1600
D	418d Sport Gran Coupé	-	5	33195	15270	6-M	23	132	9.0	62.8	118	1995	148/4000	-	236/1500	-	1585	1600
D	418d Sport Gran Coupé Auto	-	5	34745	15983	8-A	23	132	8.9	64.2	116	1995	148/4000	-	236/1500	-	1605	1600
D	418d Luxury Gran Coupé	-	5	34195	15730	6-M	24	132	9.0	62.8	118	1995	148/4000	-	236/1500	-	1585	1600
D	418d Luxury Gran Coupé Auto	-	5	35745	16443	8-A	24	132	8.9	64.2	116	1995	148/4000	-	236/1500	-	1605	1600
D	418d M Sport Gran Coupé	-	5	34695	15960	6-M	24	132	9.0	62.8	118	1995	148/4000	-	236/1500	-	1585	1600
D	418d M Sport Gran Coupé Auto	-	5	36245	16673	8-A	24	132	8.9	64.2	116	1995	148/4000	-	236/1500	-	1605	1600
D	420d SE Gran Coupé	-	5	32495	14948	6-M	30	149	7.5	67.3	111	1995	188/4000	-	295/1750	-	1595	1600
D	420d SE Gran Coupé Auto	-	5	34045	15661	8-A	30	144	7.3	70.6	106	1995	188/4000	-	295/1750	-	1615	1600
D	420d Sport Gran Coupé	-	5	33995	15638	6-M	30	149	7.5	62.8	119	1995	188/4000	-	295/1750	-	1595	1600
D	420d Sport Gran Coupé Auto	-	5	35545	16351	8-A	30	144	7.3	65.7	114	1995	188/4000	-	295/1750	-	1615	1600
D	420d Luxury Gran Coupé	-	5	34995	16098	6-M	30	149	7.5	62.8	119	1995	188/4000	-	295/1750	-	1595	1600
D	420d Luxury Gran Coupé Auto	-	5	36545	16811	8-A	30	144	7.3	65.7	114	1995	188/4000	-	295/1750	-	1615	1600
D	420d M Sport Gran Coupé	-	5	35495	16328	6-M	30	149	7.5	62.8	119	1995	188/4000	-	295/1750	-	1595	1600
D	420d M Sport Gran Coupé Auto	-	5	37045	17041	8-A	30	144	7.3	65.7	114	1995	188/4000	-	295/1750	-	1615	1600
D	420d xDrive SE Gran Coupé	-	5	33995	15638	6-M	29	146	7.6	61.4	121	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive SE Gran Coupé Auto	-	5	35545	16351	8-A	29	143	7.4	62.8	118	1995	188/4000	-	295/1750	-	1690	1600
D	420d xDrive Sport Gran Coupé	-	5	35495	16328	6-M	29	146	7.6	57.6	129	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive Sport Gran Coupé Auto	-	5	37045	17041	8-A	29	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1690	1600
D	420d xDrive Luxury Gran Coupé	-	5	36495	16788	6-M	30	146	7.6	57.6	129	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive Luxury Gran Coupé Auto	-	5	38045	17501	8-A	30	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1690	1600
D	420d xDrive M Sport Gran Coupé	-	5	36995	17018	6-M	30	146	7.6	57.6	129	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive M Sport Gran Coupé Auto	-	5	38545	17731	8-A	30	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1690	1600
D	430d Luxury Gran Coupé Auto	-	5	40445	18605	8-A	39	155	5.6	53.3	139	2993	255/4000	-	413/1500	-	1680	1800
D	430d M Sport Gran Coupé Auto	-	5	40945	18835	8-A	40	155	5.6	53.3	139	2993	255/4000	-	413/1500	-	1680	1800
D	430d xDrive Luxury Gran Coupé Auto	-	5	41960	19302	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/1500	-	1750	1800
D	430d xDrive M Sport Gran Coupé Auto	-	5	42460	19532	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/1500	-	1750	1800
D	435d xDrive Luxury Gran Coupé Auto	-	5	45245	20813	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800
D	435d xDrive M Sport Gran Coupé Auto	-	5	45745	21043	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800

TOP 5
LONGEST NON-PREMIUM LARGE SALOON CARS

1. Ford Mondeo 4,871mm
2. Mazda6 4,870mm
3. Kia Optima 4,845mm
4. Peugeot 508 4,830mm
5. Volkswagen CC 4,802mm



5 Series

Rating ★★★★½

Subtle refinements to 5 Series mean lower running costs. It's beautifully built and suitably luxurious.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	518d SE	-	4	30865	14815	6-M	30	135	9.5	65.7	114	1995	148/4000	-	266/1750	-	1690	1800
D	518d SE Auto	-	4	32415	15559	8-A	30	134	9.4	67.3	110	1995	148/4000	-	266/1750	-	1700	2000
D	518d Luxury	-	4	33665	16159	6-M	31	135	9.5	62.8	119	1995	148/4000	-	266/1750	-	1690	1800
D	518d Luxury Auto	-	4	35215	16903	8-A	31	134	9.4	64.2	115	1995	148/4000	-	266/1750	-	1700	2000
D	518d M Sport	-	4	33665	16159	6-M	31	135	9.5	60.1	124	1995	148/4000	-	266/1750	-	1690	1800
D	518d M Sport Auto	-	4	35215	16903	8-A	31	134	9.4	61.4	120	1995	148/4000	-	266/1750	-	1700	2000
D	520d SE	-	4	32365	15535	6-M	34	147	7.9	65.7	114	1995	188/4000	-	295/1750	-	1695	1800
D	520d SE Auto	340	4	33915	16279	8-A	34	145	7.7	68.9	109	1995	188/4000	-	295/1750	-	1705	2000
D	520d Luxury	-	4	35165	16879	6-M	36	147	7.9	62.8	119	1995	188/4000	-	295/1750	-	1695	1800
D	520d Luxury Auto	-	4	36715	17623	8-A	36	145	7.7	65.7	114	1995	188/4000	-	295/1750	-	1705	2000
D	520d M Sport	-	4	35165	16879	6-M	36	147	7.9	60.1	124	1995	188/4000	-	295/1750	-	1695	1800
D	520d M Sport Auto	-	4	36715	17623	8-A	36	145	7.7	62.8	119	1995	188/4000	-	295/1750	-	1705	2000
D	525d SE	-	4	36980	17011	6-M	39	154	7.0	57.6	129	1995	215/4400	-	332/1500	-	1725	2000
D	525d SE Auto	-	4	38530	17724	8-A	39	150	6.9	60.1	123	1995	215/4400	-	332/1500	-	1730	2000
D	525d Luxury	-	4	39910	18359	6-M	40	154	7.0	55.4	134	1995	215/4400	-	332/1500	-	1725	2000
D	525d Luxury Auto	-	4	41460	19072	8-A	40	150	6.9	57.6	128	1995	215/4400	-	332/1500	-	1730	2000
D	525d M Sport	-	4	39910	18359	6-M	40	154	7.0	53.3	139	1995	215/4400	-	332/1500	-	1725	2000
D	525d M Sport Auto	-	4	41460	19072	8-A	40	150	6.9	56.5	133	1995	215/4400	-	332/1500	-	1730	2000
D	530d SE Auto	-	4	41455	19069	8-A	43	155	5.8	55.4	134	2993	255/4000	-	398/1500	-	1785	2000
D	530d Luxury Auto	-	4	44255	20357	8-A	43	155	5.8	53.3	139	2993	255/4000	-	398/1500	-	1785	2000
D	530d M Sport Auto	-	4	44270	20364	8-A	43	155	5.8	51.4	144	2993	255/4000	-	398/1500	-	1785	2000
D	535d Luxury Auto	-	4	48920	23482	8-A	45	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1810	2000
D	535d M Sport Auto	-	4	48920	23482	8-A	45	155	5.3	50.4	148	2993	308/4400	-	465/1500	-	1810	2000
PE	ActiveHybrid 5 SE Auto	-	4	47790	19116	8-A	44	155	5.9	44.1	149	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 Luxury Auto	-	4	48825	19530	8-A	44	155	5.9	41.5	159	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 M Sport Auto	-	4	50625	20250	8-A	44	155	5.9	40.4	163	2979	302/5800	54	295/1200	155	1925	0
D	518d SE Touring	-	5	33065	15210	6-M	30	130	9.9	60.1	122	1995	148/4000	-	266/1750	-	1795	2000
D	518d SE Touring Auto	-	5	34615	15923	8-A	30	130	9.8	62.8	118	1995	148/4000	-	266/1750	-	1805	2000
D	518d Luxury Touring	-	5	35865	16498	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d Luxury Touring Auto	-	5	37415	17211	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	518d M Sport Touring	-	5	35865	16498	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d M Sport Touring Auto	-	5	37415	17211	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	520d SE Touring	-	5	34565	15900	6-M	34	142	8.1	61.4	122	1995	188/4000	-	295/1750	-	1800	1800
D	520d SE Touring Auto	-	5	36115	16613	8-A	34	140	8.0	62.8	118	1995	188/4000	-	295/1750	-	1810	2000
D	520d Luxury Touring	-	5	37365	17188	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d Luxury Touring Auto	-	5	38915	17901	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	520d M Sport Touring	-	5	37365	17188	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d M Sport Touring Auto	-	5	38915	17901	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	525d SE Touring	-	5	39310	18083	6-M	39	149	7.2	54.3	136	1995	215/4400	-	332/1500	-	1825	2000
D	525d SE Touring Auto	-	5	40860	18796	8-A	39	147	7.1	57.6	129	1995	215/4400	-	332/1500	-	1835	2000
D	525d Luxury Touring	-	5	42125	19378	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D	525d Luxury Touring Auto	-	5	43675	20091	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	525d M Sport Touring	-	5	42125	19378	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D	525d M Sport Touring Auto	-	5	43675	20091	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	530d SE Touring Auto	-	5	43655	20081	8-A	43	155	5.9	53.3	139	2993	255/4000	-	398/1500	-	1895	2000
D	530d Luxury Touring Auto	-	5	46470	21376	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	530d M Sport Touring Auto	-	5	46470	21376	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	535d Luxury Touring Auto	-	5	51120	24538	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D	535d M Sport Touring Auto	-	5	51120	24538	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000

6 Series

Rating ★★★★½

Exquisitely appointed and impressively refined, it makes a great case for all grand tourers to be diesel powered.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	640d SE Coupé Auto	-	2	62295	23672	8-A	50	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1815	0
D	640d M Sport Coupé Auto	-	2	65895	25040	8-A	50	155	5.3	51.4	147	2993	308/4400	-	465/1500	-	1815	0
D	640d SE Convertible Auto	-	2	68195	25914	8-A	50	155	5.5	50.4	149	2993	308/4400	-	465/1500	-	1935	0
D	640d M Sport Convertible Auto	339	2	71530	27181	8-A	50	155	5.5	48.7	153	2993	308/4400	-	465/1500	-	1935	0
D	640d SE Gran Coupé Auto	-	2	62295	24918	8-A	50	155	5.4	51.4	147	2993	308/4400	-	465/1500	-	1885	0
D	640d M Sport Gran Coupé Auto	-	2	65930	26372	8-A	50	155	5.4	49.6	152	2993	308/4400	-	465/1500	-	1885	0

New 7 Series

Rating COMING SOON

It's a technical tour-de-force, crammed with equipment and more economical than before. We've yet to test it.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	730d Auto	-	4	64530	23231	8-A	46	155	6.1	60.1	124	2993	261/4000	-	457/2000	-	1755	2100
D	730d M Sport Auto	-	4	68180	24545	8-A	46	155	6.1	57.6	129	2993	261/4000	-	457/2000	-	1755	2100
D	730d xDrive Auto	-	4	67260	24214	8-A	46	155	5.8	56.5	132	2993	261/4000	-	457/2000	-	1825	2100
D	730d xDrive M Sport Auto	-	4	70910	25528	8-A	46	155	5.8	54.3	137	2993	261/4000	-	457/2000	-	1825	2100
D	730Ld Auto	-	4	68480	24653	8-A	46	155	6.2	58.9	127	2993	261/4000	-	457/2000	-	1795	2100
D	730Ld M Sport Auto	-	4	72260	26014	8-A	46	155	6.2	56.5	132	2993	261/4000	-	457/2000	-	1795	2100

New X1

Rating ★★★★☆

More SUV-like and prettier, and sitting on either a front- or all-wheel-drive platform. More frugal than before, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	sDrive18d SE	-	5	28330	12465	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D	sDrive18d SE Auto	-	5	29880	13147	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
D	sDrive18d Sport	-	5	29830	13125	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D	sDrive18d Sport Auto	-	5	31380	13807	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
D	sDrive18d xLine	-	5	31330	13785	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D	sDrive18d xLine Auto	-	5	32880	14467	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
D	sDrive18d M Sport	-	5	tba	tba	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D	sDrive18d M Sport Auto	-	5	tba	tba	8-A	tba	tba	9.2	tba	tba	1995	148/tba	-	tba	-	tba	tba
D	xDrive20d Sport	-	5	32180	14803	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
D	xDrive20d Sport Auto		5	33730	15516	8-A	tba	tba	7.6	57.6	128	1995	188/tba	-	tba	-	tba	tba
D	xDrive20d xLine	-	5	33680	15493	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
D	xDrive20d xLine Auto	-	5	35230	16206	8-A	tba	tba	7.6	57.6	128	1995	188/tba	-	tba	-	tba	tba
D	xDrive20d M Sport	-	5	tba	tba	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
D	xDrive20d M Sport Auto	-	5	tba	tba	8-A	tba	tba	7.6	tba	tba	1995	188/tba	-	tba	-	tba	tba
D	xDrive25d xLine Auto	-	5	36060	16588	8-A	tba	tba	6.6	56.5	132	1995	228/tba	-	tba	-	tba	tba
D	xDrive25d M Sport Auto	-	5	tba	tba	8-A	tba	tba	6.6	tba	tba	1995	228/tba	-	tba	-	tba	tba

X3

Rating ★★★★☆

X3 fans will approve, with better kit, improved driving experience and kinder mpg figures.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive20d SE	-	5	33795	18925	6-M	30	130	8.1	55.4	135	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d SE Auto	-	5	35320	19779	8-A	30	130	8.1	57.6	129	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d xLine	-	5	35295	19765	6-M	30	130	8.1	55.4	135	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d xLine Auto	-	5	36820	20619	8-A	30	130	8.1	57.6	129	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d M Sport	-	5	36795	20605	6-M	31	130	8.1	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d M Sport Auto	337	5	38455	21535	8-A	31	130	8.1	54.3	136	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive30d SE Auto	-	5	40295	22565	8-A	39	144	5.9	49.6	149	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d xLine Auto	-	5	41795	23405	8-A	40	144	5.9	49.6	149	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d M Sport Auto	-	5	43295	24245	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive35d M Sport Auto	-	5	45895	26619	8-A	43	152	5.3	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X4

Rating ★★★★☆

It's an X3 in a tracksuit and trainers. Bolder, sexier styling puts the sport in sports utility vehicle.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive20d SE	-	5	37395	21689	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d SE Auto	-	5	39055	22652	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d xLine	-	5	38895	22559	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d xLine Auto	-	5	40555	23522	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d M Sport	-	5	40395	23429	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d M Sport Auto	-	5	42055	24392	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive30d xLine Auto	-	5	45395	26329	8-A	40	145	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d M Sport Auto	-	5	46895	27199	8-A	40	145	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive35d M Sport Auto	-	5	49495	28707	8-A	43	153	5.2	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X5

Rating ★★★★½

A more efficient way to carry five plus two kids than ever before, with two-wheel offered for the first time.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	xDrive40e SE Auto	-	5	51845	26959	8-A	41	130	6.8	85.6	77	1997	241/5000	111	258/1250	184	2230	2700
PE	xDrive40e M Sport Auto	-	5	56545	29403	8-A	42	130	6.8	83.1	78	1997	241/5000	111	258/1250	184	2230	2700
D	sDrive25d SE Auto	-	5	44280	23026	8-A	37	136	7.7	53.3	139	1995	228/4400	-	369/1500	-	1995	2700
D	sDrive25d M Sport Auto	-	5	48195	25061	8-A	37	136	7.7	52.3	141	1995	228/4400	-	369/1500	-	1995	2700
D	xDrive25d SE Auto	-	5	46565	24214	8-A	37	136	7.7	50.4	146	1995	228/4400	-	369/1500	-	2040	2700
D	xDrive25d M Sport Auto	-	5	51265	26658	8-A	38	136	7.7	50.4	148	1995	228/4400	-	369/1500	-	2040	2700
D	xDrive30d SE Auto	-	5	49365	25670	8-A	42	142	6.8	47.9	156	2993	255/4000	-	413/1500	-	2070	3500
D	xDrive30d M Sport Auto	-	5	54065	28114	8-A	42	142	6.8	47.1	158	2993	255/4000	-	413/1500	-	2070	3500
D	xDrive40d SE Auto	-	5	52025	28094	8-A	43	147	5.9	47.1	157	2993	308/4400	-	465/1500	-	2110	3500
D	xDrive40d M Sport Auto	-	5	56725	30632	8-A	44	147	5.9	47.1	159	2993	308/4400	-	465/1500	-	2110	3500
D	M50d Auto	-	5	65040	32520	8-A	47	155	5.3	42.8	173	2993	375/4000	-	546/2000	-	2190	3500

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

X6
Rating ★★★★

Comprehensively upgraded with more frugal engines, but sticks with the 4x4 coupé fusion idea.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive30d SE Auto	-	5	51615	25808	8-A	41	143	6.7	47.1	157	2993	255/4000	-	413/1500	-	2140	3500
D	xDrive30d M Sport Auto	338	5	56315	28158	8-A	42	143	6.7	47.1	159	2993	255/4000	-	413/1500	-	2140	3500
D	xDrive40d SE Auto	-	5	54275	27138	8-A	44	149	5.8	45.6	163	2993	308/4400	-	465/1500	-	2180	3500
D	xDrive40d M Sport Auto	-	5	58975	29488	8-A	45	149	5.8	44.8	165	2993	308/4400	-	465/1500	-	2180	3500
D	M50d Auto	-	5	67390	33695	8-A	48	155	5.2	42.8	174	2993	375/4000	-	546/2000	-	2260	3500

i3
Rating ★★★★

Kickstarts BMW's new i brand in an affordable package, for a BMW. It's desirable, well designed and efficient too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		317	5	25980	8314	1-A	21	93	7.2	(118)	0	-	-	168	-	184	1270	0
PE	with Range Extender	-	5	29130	9322	1-A	21	93	7.9	470.8	13	647	36/4800	168	40/4500	184	1390	0

i8
Rating ★★★★

Ground breaking hybrid supercar is great to drive, reasonably priced and makes sense for business users.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE		327	2	99540	54747	6-A	50	155	4.4	134.5	49	1499	228/5800	129	236/3700	184	1485	0

ANACRONYM ATTACK
WHAT DOES DPF MEAN?



The three little letters DPF stand for Diesel Particulate Filter and are some of the most important in the diesel world. It's a system that was dreamed up to remove almost all of the harmful particulates (around 99 per cent) from the exhaust pipe gases, so that they don't end up in the atmosphere. The majority of systems raise the temperature in the exhaust to in excess of 600 degrees Celsius, so that the harmful particulates can be burnt off. PSA Peugeot-Citroën was one of the first car manufacturers to sell cars with a DPF fitted to the Peugeot 607 in 1999, which was commonly referred to as FAP (Filtre a Particule), the French for Particle Filter. As tougher emissions rules emerged, more and more car manufacturers began fitting these devices to their cars, with every single diesel car on sale today fitted with such a system. And while the diesel particulate filter gets bad press in some quarters, usually by less knowledgeable people that don't know what they are talking about, it is acknowledged that you do need to drive in a more sprightly manner on a regular basis to avoid the filter clogging up. Ignore warning lights and the advice in the owner's manual and you could be looking at an expensive replacement bill. But give the car some decent exercise periodically and you'll never experience such issues.

CITROËN
UK dealers: 193 **Warranty:** 3 years/60,000miles **Servicing:** 10,000 miles (C1 VTi 68) 12,500 miles (C–Zero) 16,000 miles (PureTech 82 & 1.6 BlueHDi) 20,000 miles (2.0 BlueHDi)

C-Zero
Rating ★★★

Keen about town, Citroën's four-seater is a winning choice for city transportation, but is pretty pricey.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		-	5	11995	3359	1-A	28	80	15.9	(93)	0	-	-	66	-	133	1120	0

C1
Rating ★★★★

Baby Citroën is all grown up, with funky looks, option of an open roof, and frugal engines. It's great to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Touch VTi 68	-	3	8345	3505	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel VTi 68	-	3	9595	4030	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel VTi 68	-	5	9995	4198	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel PureTech 82	-	3	9945	4177	5-M	10	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Feel PureTech 82	-	5	10345	4345	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair VTi 68	-	3	10535	4425	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68	-	5	10935	4593	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68 ETG	-	5	11185	4698	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Flair PureTech 82	-	3	10635	4467	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair PureTech 82	-	5	11035	4635	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair Edition PureTech 82	-	3	12015	5046	5-M	12	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair Edition PureTech 82	-	5	12415	5214	5-M	12	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Feel VTi 68	-	3	10595	4450	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel VTi 68	-	5	10995	4618	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel PureTech 82	334	5	11345	4765	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Feel Edition Sunrise PureTech 82	-	5	11795	4954	5-M	13	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Feel Edition Lagoon PureTech 82	-	5	11795	4954	5-M	13	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Flair VTi 68	-	3	11535	4845	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTi 68	-	5	11935	5013	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTi 68 ETG	-	5	12185	5118	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Airscape Flair PureTech 82	-	3	11635	4887	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Flair PureTech 82	-	5	12035	5055	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0

C3
Rating ★★★½

Won't beat Fiesta for driving edge but oozes style and quality, with a large dollop of French charm.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	VT BlueHDi 75	-	5	13425	5102	5-M	16	106	11.3	80.7	90	1560	74/3750	-	170/1750	-	1155	1150
D	Edition BlueHDi 75	-	5	15005	5702	5-M	16	106	11.3	80.7	90	1560	74/3750	-	170/1750	-	1155	1150
P	Platinum PureTech 82 ETG	-	5	15405	5238	6-A	11	110	14.4	65.7	99	1199	80/5750	-	87/2750	-	1055	1100
D	Platinum BlueHDi 75	-	5	16055	6101	5-M	16	106	11.3	80.7	90	1560	74/3750	-	170/1750	-	1155	1150
D	Platinum BlueHDi 100	-	5	16970	5770	5-M	19	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1280	1150

New Berlingo Multispace
Rating ★★★½

Best-selling van-based MPV in the UK is truly enormous inside, and has the road manners and technology of a car.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Feel BlueHDi 75 (5-seat)	-	5	15440	6485	5-M	12	97	15.1	65.7	113	1560	74/3500	-	172/1750	-	1585	1300
D	Feel BlueHDi 100 (5-seat)	-	5	16040	6737	5-M	14	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D	Feel BlueHDi 100 (7-seat)	-	5	16890	7094	5-M	14	103	13.4	65.7	113	1560	98/3750	-	187/1750	-	1615	1200
D	Feel BlueHDi 100 ETG6 (5-seat)	-	5	16740	7031	6-A	14	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D	Feel Edition BlueHDi 100 (5-seat)	-	5	16940	7115	5-M	15	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D	Feel Edition BlueHDi 100 (5-seat)	-	5	17090	7178	5-M	15	103	12.4	68.9	109	1560	98/3750	-	187/1750	-	1590	1300
D	Feel Edition BlueHDi 100 ETG6 (5-seat)	-	5	17640	7409	6-A	14	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D	XTR BlueHDi 100 (5-seat)	-	5	17740	7451	5-M	15	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D	XTR BlueHDi 100 (5-seat)	-	5	17890	7514	5-M	15	103	12.4	68.9	109	1560	98/3750	-	187/1750	-	1590	1300
D	XTR BlueHDi 100 ETG6 (5-seat)	-	5	18440	7745	6-A	15	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D	XTR BlueHDi 120 (5-seat)	-	5	18540	8158	6-M	17	109	11.4	64.2	115	1560	118/3500	-	221/1750	-	1630	1300

C3 Picasso
Rating ★★★★

A gem to look at and spacious and practical too. Engines are strong and won't punish at the pumps.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Edition BlueHDi 100	-	5	16870	6411	5-M	16	111	13.3	72.4	101	1560	98/3750	-	187/1750	-	1420	900
D	Platinum BlueHDi 100	-	5	17870	6791	5-M	16	111	13.3	72.4	101	1560	98/3750	-	187/1750	-	1420	900

CAR OF THE YEAR 2015

C4 Cactus
Rating ★★★★

Sets the tone for the future of Citroën cars. It's funky, ultra cool and affordable, and pretty practical, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Feel PureTech 82 ETG	-	5	15390	5848	5-A	7	107	15.0	65.7	98	1199	80/5750	-	87/2750	-	975	725
D	Feel BlueHDi 100	-	5	16690	6342	5-M	18	114	10.7	83.1	90	1560	98/3750	-	187/1750	-	1070	825
D	Feel BlueHDi 100 (Airdream Pack)	-	5	16690	6342	5-M	18	114	10.7	91.1	82	1560	98/3750	-	187/1750	-	1070	825
D	Feel BlueHDi 100 ETG6	-	5	17320	6582	6-A	18	tba	tba	tba	89	1560	98/3750	-	187/1750	-	tba	tba
P	Flair PureTech 82 ETG	-	5	16790	6380	5-A	8	107	15.0	65.7	100	1199	80/5750	-	87/2750	-	975	725
D	Flair BlueHDi 100	331	5	18090	6874	5-M	18	114	10.7	80.7	92	1560	98/3750	-	187/1750	-	1070	825
D	Flair BlueHDi 100 ETG6	-	5	18720	7114	6-A	18	tba	tba	tba	89	1560	98/3750	-	187/1750	-	tba	tba
P	Flair Edition PureTech 82 ETG	-	5	17765	6751	5-A	8	107	15.0	65.7	100	1199	80/5750	-	87/2750	-	975	725
D	Flair Edition BlueHDi 100	-	5	19065	7245	5-M	19	114	10.7	80.7	92	1560	98/3750	-	187/1750	-	1070	825
D	Flair Edition BlueHDi 100 ETG6	-	5	19695	7484	6-A	19	tba	tba	tba	89	1560	98/3750	-	187/1750	-	tba	tba

New C4
Rating ★★★½

Updated with engines that are kind to the pocket. Won't set your pulse racing, focussing on comfort instead.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Touch BlueHDi 100	-	5	16745	6028	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D	Feel BlueHDi 100	-	5	17345	6244	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D	Feel BlueHDi 100	-	5	17545	6316	5-M	20	111	11.5	85.6	86	1560	98/3750	-	187/1750	-	1205	1550
D	Feel BlueHDi 120 Auto	-	5	19345	7351	6-A	24	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D	Flair BlueHDi 100	-	5	18345	6604	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D	Flair BlueHDi 120	-	5	19145	7275	6-M	25	122	10.6	78.5	95	1560	118/3500	-	221/1750	-	1280	1550
D	Flair BlueHDi 120 Auto	-	5	20345	7731	6-A	24	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D	Flair BlueHDi 150	-	5	20045	7216	6-M	29	128	8.8	74.3	98	1997	148/4000	-	273/2000	-	1360	1750

LONG TERM TEST

C4 Picasso
Rating ★★★★½

Bold styling and a significant uplift in quality mark this C4 Picasso as being the best yet.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	VTR BlueHDi 100	-	5	18725	7490	5-M	15	109	12.7	74.3	99	1560	98/3750	-	187/1750	-	1296	1400
D	VTR+ BlueHDi 100	-	5	20025	8010	5-M	15	109	12.7	74.3	99	1560	98/3750	-	187/1750	-	1296	1400
D	VTR+ BlueHDi 120	-	5	20785	8314	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	VTR+ BlueHDi 120 Auto	-	5	22135	8854	6-A	20	117	11.2	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Selection BlueHDi 120	-	5	21210	8484	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive BlueHDi 120	-	5	22085	8834	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive BlueHDi 120 Auto	-	5	23435	9374	6-A	20	117	11.2	72.4	101	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive BlueHDi 150	-	5	23050	9681	6-M	24	130	9.7	72.4	102	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive BlueHDi 150 Auto	-	5	24400	10248	6-A	24	129	10.1	65.7	112	1997	148/4000	-	273/2000	-	1435	1700
D	Exclusive+ BlueHDi 120	-	5	24445	9778	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive+ BlueHDi 120 Auto	-	5	25795	10318	6-A	20	117	11.2	72.4	101	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive+ BlueHDi 150	-	5	25410	10672	6-M	24	130	9.7	70.6	105	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive+ BlueHDi 150 Auto	-	5	26760	11239	6-A	24	129	10.1	64.2	115	1997	148/4000	-	273/2000	-	1435	1700
D	Grand VTR BlueHDi 100	-	5	20425	8987	5-M	14	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320	1300
D	Grand VTR+ BlueHDi 100	-	5	21725	9559	5-M	14	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320	1300
D	Grand VTR+ BlueHDi 120	-	5	22485	9893	6-M	21	117	11.6	70.6	105	1560	118/3500	-	221/1750	-	1347	1500
D	Grand VTR+ BlueHDi 120 Auto	-	5	23835	10487	6-A	21	117	11.5	72.4	103	1560	118/3500	-	221/1750	-	1359	1500
D	Grand Selection BlueHDi 120	-	5	22910	10080	6-M	21	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D	Grand Exclusive BlueHDi 120	-	5	23785	10465	6-M	19	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D	Grand Exclusive BlueHDi 120 Auto	-	5	25135	11059	6-A	19	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359	1500
D	Grand Exclusive BlueHDi 150	-	5	24750	10395	6-M	24	130	9.8	72.4	102	1997	148/4000	-	273/2000	-	1430	1700
D	Grand Exclusive BlueHDi 150 Auto	-	5	26100	10962	6-A	24	129	10.2	65.7	112	1997	148/4000	-	273/2000	-	1476	1600
D	Grand Exclusive+ BlueHDi 120	-	5	26145	11504	6-M	20	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D	Grand Exclusive+ BlueHDi 120 Auto	-	5	27495	12098	6-A	20	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359	1500
D	Grand Exclusive+ BlueHDi 150	-	5	27110	11386	6-M	25	130	9.8	70.6	105	1997	148/4000	-	273/2000	-	1430	1700
D	Grand Exclusive+ BlueHDi 150 Auto	-	5	28460	11953	6-A	25	129	10.2	64.2	115	1997	148/4000	-	273/2000	-	1476	1600

LONG TERM TEST

C5
Rating ★★★

Good looking large car with exceptional refinement and strong, smooth and frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	VTR+ Techno Pack BlueHDi 150	-	4	24150	7728	6-M	30	tba	tba	tba	106	1997	148/tba	-	tba	-	tba	tba
D	Exclusive Techno Pack BlueHDi 150	-	4	25750	8240	6-M	31	tba	tba	tba	106	1997	148/tba	-	tba	-	tba	tba
D	Exclusive Techno Pack BlueHDi 180 Auto	-	4	28165	9013	6-A	33	tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba
D	Tourer VTR+ Techno Pack BlueHDi 150	-	5	25260	8588	6-M	30	tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba
D	Tourer Exclusive Techno Pack BlueHDi 150	-	5	26860	9132	6-M	31	tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba
D	Tourer Exclusive Techno Pack BlueHDi 180 Auto	-	5	29275	9954	6-A	33	tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba

DACIA
UK dealers: 151 **Warranty:** 3 years/60,000miles **Servicing:** 12,000miles

Sandero
Rating ★★★½

Does cheap spell nasty? In short, no. It's pretty good, but a shame that the 99g/km diesel isn't available in base spec.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Ambiance dCi 90	-	5	8595	3954	5-M	8	107	11.8	80.7	90	1461	89/4000	-	162/1750	-	1033	1100
D	Lauréate dCi 90	310	5	9795	4506	5-M	10	107	11.8	80.7	90	1461	89/4000	-	162/1750	-	1033	1100
D	Midnight dCi 90	-	5	10345	4759	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Lauréate Prime dCi 90	-	5	10295	4736	5-M	12	107	11.8	80.7	90	1461	89/4000	-	162/1750	-	1033	1100
D	Stepway Ambiance dCi 90	-	5	9395	4322	5-M	10	104	11.8	74.3	98	1461	89/4000	-	162/1750	-	1083	1100
D	Stepway Lauréate dCi 90	-	5	10995	5058	5-M	11	104	11.8	74.3	98	1461	89/4000	-	162/1750	-	1083	1100

Logan
Rating ★★★½

Britain's most affordable estate is exceptionally spacious and a decent drive. No frills space has never been so cheap.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	MCV Ambiance dCi 90	-	5	9595	4414	5-M	11	107	11.8	80.7	90	1461	89/4000	-	162/1750	-	1090	1150
D	MCV Lauréate dCi 90	319	5	10795	4966	5-M	12	107	11.8	80.7	90	1461	89/4000	-	162/1750	-	1090	1150
D	MCV Lauréate Prime dCi 90	-	5	11295	5196	5-M	11	107	11.8	80.7	90	1461	89/4000	-	162/1750	-	1090	1150

Duster
Rating ★★★½

Save thousands compared to a Qashqai, and get a capable car that's stupendously good value for money.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Ambiance dCi 110 4x2	-	5	11995	6477	6-M	10	105	11.8	64.2	115	1461	107/4000	-	192/1750	-	1245	1500
D	Ambiance dCi 110 4x4	-	5	13995	7277	6-M	10	104	12.4	60.1	123	1461	107/4000	-	192/1750	-	1325	1500
D	Lauréate dCi 110 4x2	-	5	13495	7287	6-M	11	105	11.8	64.2	115	1461	107/4000	-	192/1750	-	1245	1500
D	Lauréate dCi 110 4x4	-	5	15495	8057	6-M	10	104	12.4	60.1	123	1461	107/4000	-	192/1750	-	1325	1500
D	Lauréate Prime dCi 110 4x2	-	5	13995	7557	6-M	12	105	11.8	64.2	115	1461	107/4000	-	192/1750	-	1245	1500
D	Lauréate Prime dCi 110 4x4	-	5	15995	8317	6-M	11	104	12.4	60.1	123	1461	107/4000	-	192/1750	-	1325	1500

DS AUTOMOBILES
UK dealers: 193 **Warranty:** 3 years/60,000miles
Servicing: 16,000 miles (1.6 BlueHDi) 20,000 miles (2.0 BlueHDi)

DS 3
Rating ★★★★½

Modest changes reaffirm the DS3 as 'the' classy supermini. Entertaining to drive, practical and good value, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	DStyle BlueHDi 100	-	3	16595	7634	5-M	22	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1085	1150
D	DStyle BlueHDi 120	-	3	17195	7910	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	DStyle Nav BlueHDi 100	-	3	17595	8094	5-M	22	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1085	1150
D	1955 Limited Edition BlueHDi 100	-	3	19695	9060	5-M	24	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1085	1150
D	DSport BlueHDi 120	329	3	19295	8876	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	Ultra Prestige BlueHDi 120	-	3	20995	9658	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	Cabrio DStyle BlueHDi 100	-	2	18595	8554	5-M	23	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio DStyle Nav BlueHDi 100	-	2	19595	9014	5-M	23	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio 1955 Limited Edition BlueHDi 100	-	2	21895	10072	5-M	26	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio DSport BlueHDi 120	-	2	21295	9796	6-M	26	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1275	1150

New DS 4
Rating ★★★½

Classy new look adds some gloss to the DS4. SUV stance, with coupé looks and five-door practicality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Elegance BlueHDi 120	-	5	21245	9773	6-M	20	tba	tba	tba	100	tba	tba	-	tba	-	tba	tba
D	Elegance BlueHDi 120 Auto	-	5	22445	10325	6-A	20	tba	tba	tba	102	tba	tba	-	tba	-	tba	tba
D	Elegance BlueHDi 150	-	5	22245	9343	6-M	24	tba	tba	tba	100	tba	tba	-	tba	-	tba	tba
D	Prestige BlueHDi 120	-	5	22495	10348	6-M	22	tba	tba	tba	103	tba	tba	-	tba	-	tba	tba
D	Prestige BlueHDi 120 Auto	-	5	23695	10900	6-A	22	tba	tba	tba	108	tba	tba	-	tba	-	tba	tba

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

New DS 4 (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Prestige BlueHDi 150	-	5	23495	9868	6-M	26	tba	tba	tba	103	tba	tba	-	tba	-	tba	tba
D	Prestige BlueHDi 180 Auto	-	5	25495	10708	6-A	26	tba	tba	tba	115	tba	tba	-	tba	-	tba	tba
D	Crossback BlueHDi 120	-	5	23495	10808	6-M	24	tba	tba	tba	103	tba	tba	-	tba	-	tba	tba
D	Crossback BlueHDi 120 Auto	-	5	24695	11360	6-A	24	tba	tba	tba	108	tba	tba	-	tba	-	tba	tba
D	Crossback BlueHDi 180 Auto	-	5	26495	11128	6-A	tba	tba	tba	tba	115	tba	tba	-	tba	-	tba	tba

New DS 5
Rating ★★★½☆

First of a new generation of DS models, sans chevrons. A heavy dose of French glamour and upmarket glitz.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Elegance BlueHDi 120	-	5	25980	11951	6-M	25	119	12.7	70.6	104	1560	118/3500	-	221/1750	-	1605	1400
D	Elegance BlueHDi 150	-	5	27140	12484	6-M	29	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1700	1500
D	Elegance BlueHDi 180 Auto	-	5	29620	13625	6-A	33	137	9.9	64.2	114	1997	178/3750	-	295/2000	-	1725	1500
DE	Elegance Hybrid4x4 200 Auto	-	5	32470	14936	6-A	28	131	9.3	72.4	103	1997	161/3850	36	221/1750	148	1856	800
D	1955 Limited Edition BlueHDi 150	-	5	29600	13616	6-M	30	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1700	1500
D	Prestige BlueHDi 150	-	5	29560	13598	6-M	30	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1700	1500
D	Prestige BlueHDi 180 Auto	-	5	32040	14738	6-A	33	137	9.9	64.2	114	1997	178/3750	-	295/2000	-	1725	1500
DE	Prestige Hybrid4x4 200 Auto	-	5	34890	16049	6-A	29	131	9.3	72.4	103	1997	161/3850	36	221/1750	148	1856	800

FIAT

UK dealers: 160 **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles (500 18,000miles)

New 500
Rating ★★★½☆

Cutesy styling mildly updated for 2015, but it's still well priced, fun and frugal and appealing to a wide range of buyers.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Pop Star 0.9 TwinAir	-	3	13065	5226	5-M	11	107	11.0	74.3	90	875	84/5500	-	107/1900	-	930	800
P	Pop Star 0.9 TwinAir Dualogic	-	3	13815	5526	5-A	11	107	11.0	74.3	88	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	13940	5576	5-M	11	107	11.0	74.3	90	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir Dualogic	-	3	14690	5876	5-A	11	107	11.0	74.3	88	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	14420	5768	6-M	14	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
P	C Pop Star 0.9 TwinAir	-	3	15715	6915	5-M	14	107	11.0	74.3	90	875	84/5500	-	107/1900	-	970	800
P	C Pop Star 0.9 TwinAir Dualogic	-	3	16465	7245	5-A	14	107	11.0	74.3	88	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	16590	7300	5-M	15	107	11.0	74.3	90	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir Dualogic	-	3	17340	7630	5-A	15	107	11.0	74.3	88	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	17070	7511	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800

500X
Rating ★★★½☆

Fiat's answer to the booming baby crossover market, sharing its underpinnings with the Jeep Renegade.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop Star 1.6 MultiJet	-	5	19095	8402	6-M	13	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Lounge 1.6 MultiJet	-	5	20845	9172	6-M	14	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 1.6 MultiJet	-	5	20095	8842	6-M	14	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 2.0 MultiJet	-	5	22095	9722	6-M	15	118	9.5	57.6	130	1956	138/tba	-	258/tba	-	tba	tba
D	Cross 2.0 MultiJet AWD Auto	-	5	24095	10602	9-A	15	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Cross Plus 1.6 MultiJet	-	5	21845	9612	6-M	14	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross Plus 2.0 MultiJet	-	5	23845	10492	6-M	15	118	9.5	57.6	130	1956	138/tba	-	258/tba	-	tba	tba
D	Cross Plus 2.0 MultiJet AWD Auto	-	5	25845	11372	9-A	15	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200

500L
Rating ★★★☆☆

Love your 500 but accidentally had a family? Fiat stretches the Punto to make this rather roomy option available.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop Star 1.3 MultiJet	-	5	17590	7740	5-M	11	106	13.9	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	Pop Star 1.3 MultiJet Dualogic	-	5	18490	8136	5-A	11	105	14.8	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	Pop Star 1.6 MultiJet	-	5	18590	8180	6-M	18	117	10.7	67.3	112	1598	118/3750	-	236/1750	-	1370	1100
D	Lounge 1.3 MultiJet	-	5	18990	8356	5-M	11	106	13.9	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	Lounge 1.3 MultiJet Dualogic	-	5	19890	8752	5-A	11	105	14.8	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet	-	5	19990	8796	6-M	18	117	10.7	67.3	112	1598	118/3750	-	236/1750	-	1370	1100
D	Trekking 1.3 MultiJet	-	5	19690	8664	5-M	9	103	14.3	67.3	109	1248	94/tba	-	tba	-	tba	tba
D	Trekking 1.3 MultiJet Dualogic	-	5	20590	9060	5-A	9	101	15.5	70.6	106	1248	94/tba	-	tba	-	tba	tba
D	Trekking 1.6 MultiJet	-	5	20690	9104	6-M	15	114	11.5	65.7	114	1598	118/3750	-	236/1750	-	1375	1100
D	Beats Edition 1.6 MultiJet	340	5	22190	9764	6-M	16	114	11.5	65.7	114	1598	118/4000	-	236/1750	-	1375	1100
D	MPW Pop Star 1.3 MultiJet	-	5	18930	8329	5-M	11	106	14.4	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	MPW Pop Star 1.3 MultiJet Dualogic	-	5	19830	8725	5-A	11	105	15.7	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	MPW Pop Star 1.6 MultiJet	-	5	19930	8769	6-M	17	117	10.9	67.3	112	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.3 MultiJet	-	5	20430	8989	5-M	11	106	14.4	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	MPW Lounge 1.3 MultiJet Dualogic	-	5	21330	9385	5-A	11	105	15.7	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	MPW Lounge 1.6 MultiJet	-	5	21430	9429	6-M	17	117	10.9	67.3	112	1598	118/3750	-	236/1750	-	1400	1100

Panda
Rating ★★★★☆

Fiat's solution to the urban crush is a practical pipsqueak with pizzazz. It's pretty cheap and nicely kitted out too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Easy 0.9 TwinAir	-	5	11375	3640	5-M	7	110	11.2	67.3	99	875	84/5500	-	107/1900	-	1050	800
P	Easy 0.9 TwinAir Dualogic	-	5	12125	3880	5-A	7	110	11.5	68.9	95	875	84/5500	-	107/1900	-	1050	800
P	Lounge 0.9 TwinAir	-	5	11875	3800	5-M	7	110	11.2	67.3	99	875	84/5500	-	107/1900	-	1050	800
P	Lounge 0.9 TwinAir Dualogic	-	5	12625	4040	5-A	7	110	11.5	68.9	95	875	84/5500	-	107/1900	-	1050	800
D	Trekking 1.3 MultiJet	-	5	14975	6589	5-M	12	107	11.8	74.3	100	1248	94/3750	-	148/1500	-	1035	900
D	4x4 1.3 MultiJet	-	5	16475	7579	5-M	10	104	12.5	64.2	117	1248	94/3750	-	148/1500	-	1115	900
D	Cross 4x4 1.3 MultiJet	-	5	18125	8338	5-M	10	104	12.7	62.8	119	1248	94/3750	-	148/1500	-	1155	900

Qubo
Rating ★★★½☆

Who you looking at, fish face? Behind the trout pout though, it's a frugal warehouse on wheels.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.3 MultiJet	-	5	14200	4828	5-M	7	100	13.9	70.6	106	1248	79/tba	-	tba	-	tba	tba
D	Active 1.3 MultiJet Dualogic	-	5	15310	4593	5-A	7	100	14.8	72.4	103	1248	79/tba	-	tba	-	tba	tba
D	MyLife 1.3 MultiJet	-	5	15200	5168	5-M	8	100	13.9	70.6	106	1248	79/tba	-	tba	-	tba	tba
D	MyLife 1.3 MultiJet Dualogic	-	5	16310	4893	5-A	8	100	14.8	72.4	103	1248	79/tba	-	tba	-	tba	tba
D	MyLife 1.3 MultiJet	-	5	15600	4992	5-M	8	104	11.9	70.6	106	1248	94/tba	-	tba	-	tba	tba
D	Trekking 1.3 MultiJet	-	5	16100	5152	5-M	9	104	11.9	70.6	106	1248	94/tba	-	tba	-	tba	tba

New Doblò
Rating COMING SOON

May well have the space of a delivery van inside, but it isn't exactly gifted in the looks department.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Easy 1.6 MultiJet	-	5	16640	5658	tba	7	95	13.9	54.3	137	1598	94/tba	-	tba	-	tba	tba
D	Easy 1.6 MultiJet	-	5	17390	5913	tba	9	107	12.1	54.3	137	1598	118/tba	-	tba	-	tba	tba
D	Easy Air 1.6 MultiJet	-	5	16985	5775	tba	8	95	13.9	54.3	137	1598	94/tba	-	tba	-	tba	tba
D	Easy Air 1.6 MultiJet	-	5	17735	6030	tba	10	107	12.1	54.3	137	1598	118/tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet	-	5	18720	6365	tba	8	95	13.9	54.3	137	1598	94/tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet	-	5	19470	6620	tba	10	107	12.1	54.3	137	1598	118/tba	-	tba	-	tba	tba
D	Trekking 1.6 MultiJet	-	5	18985	6455	tba	8	97	13.9	51.4	144	1598	94/tba	-	tba	-	tba	tba
D	Trekking 1.6 MultiJet	-	5	19735	6710	tba	10	104	12.1	51.4	144	1598	118/tba	-	tba	-	tba	tba

FORD

UK dealers: 530 **Warranty:** 3 years/60,000miles (Tourneo Connect & Ranger 3 years/100,000miles)
Servicing: 12,500miles (Mondeo/S–MAX/Galaxy 2.0 TDCi 18,000miles) Tourneo Connect & Ranger 20,000miles

Fiesta
Rating ★★★★½

Still Britain's hot-cake car, thanks to near-perfect recipe. The benchmark for supermini thrills.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.5 TDCi	-	3	13995	6158	5-M	8	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Style 1.5 TDCi	-	5	14595	6422	5-M	8	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Style ECOnetic 1.5 TDCi	-	3	15095	6642	5-M	13	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Style ECOnetic 1.5 TDCi	-	5	15695	6906	5-M	13	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Zetec 1.0	-	3	13695	5478	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Zetec 1.0	-	5	14295	5718	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Zetec 1.0T EcoBoost	-	3	14195	5962	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Zetec 1.0T EcoBoost	-	5	14795	6214	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
D	Zetec 1.5 TDCi	-	3	14795	6510	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Zetec 1.5 TDCi	-	5	15395	6774	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Zetec ECOnetic 1.5 TDCi	-	3	15695	6906	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Zetec ECOnetic 1.5 TDCi	-	5	16295	7170	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Zetec Black Edition 1.0T EcoBoost	-	3	14645	6151	5-M	tba	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Zetec Black Edition 1.0T EcoBoost	-	5	15245	6403	5-M	tba	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Zetec White Edition 1.0T EcoBoost	-	3	14645	6151	5-M	tba	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Zetec White Edition 1.0T EcoBoost	-	5	15245	6403	5-M	tba	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Zetec S 1.0T EcoBoost	338	3	15945	7335	5-M	15	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1091	900
D	Zetec S 1.5 TDCi	-	3	16545	7280	5-M	13	112	10.9	78.5	94	1498	94/3750	-	159/1750	-	tba	tba
P	Titanium 1.0	-	3	14695	5878	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Titanium 1.0	-	5	15295	6118	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Titanium 1.0T EcoBoost	-	3	15195	6382	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	15795	6634	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium 1.0T EcoBoost	-	3	15695	7220	5-M	15	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	16295	7496	5-M	15	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1101	900
D	Titanium 1.5 TDCi	-	3	15795	6950	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Titanium 1.5 TDCi	309	5	16395	7214	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Titanium ECOnetic 1.5 TDCi	-	3	16695	7346	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium ECOnetic 1.5 TDCi	-	5	17295	7610	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Titanium X 1.0T EcoBoost	-	3	16445	6907	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	17045	7159	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium X 1.0T EcoBoost	-	3	16945	7795	5-M	16	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	17545	8071	5-M	16	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1101	900
D	Titanium X 1.5 TDCi	-	3	17545	7720	5-M	14	104	13.5	78.5	94	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium X 1.5 TDCi	-	5	18145	7984	5-M	14	104	13.5	78.5	94	1498	94/3750	-	159/1750	-	tba	tba

B-MAX
Rating ★★★★☆

Ford creates a baby MPV that might not be beautiful but makes great practical sense with clever rear doors.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	16425	6570	5-M	8	98	15.1	74.3	98	1498	74/3750	-	140/1750	-	1316	575
D	Zetec 1.5 TDCi	-	5	16925	6770	5-M	11	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	1316	575
D	Titanium 1.5 TDCi	-	5	18125	7250	5-M	11	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	1316	575
D	Titanium X 1.5 TDCi	-	5	19325	7730	5-M	11	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	1316	575

EcoSport
Rating ★★½☆☆

Alright to drive, but quality is lacking in some key areas. Will still be snapping at Nissan's Juke heels, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	15895	6994	5-M	10	99	14.0	64.2	115	1498	94/3750	-	159/1750	-	1370	tba
D	Titanium 1.5 TDCi	-	5	17195	7566	5-M	10	99	14.0	64.2	115	1498	94/3750	-	159/1750	-	1370	tba

New Focus
Rating ★★★★★

Higher tech, elevated quality, together with more frugal engines marks out this revised Focus line-up.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Style 1.0T EcoBoost	341	5	17945	7537	5-M	11	115	12.5	65.7	99	999	99/6000	-	125/1400	-	1276	400
D	Style 1.5 TDCi	-	5	18295	7684	6-M	11	112	12.0	74.3	98	1499	94/3600	-	184/1500	-	1338	1200
D	Style 1.5 TDCi	-	5	18795	7894	6-M	15	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Style 1.5 TDCi Auto	-	5	20045	8419	6-A	15	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	1364	1200
D	Style ECOnetic 1.5 TDCi	-	5	19145	8041	6-M	14	116	11.9	83.1	88	1499	104/3600	-	199/1750	-	1350	400
D	Zetec 1.5 TDCi	-	5	18295	7684	6-M	tba	112	12.0	74.3	98	1499	94/3600	-	184/1500	-	1338	1200
D	Zetec 1.5 TDCi	-	5	19795	8314	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec 1.5 TDCi Auto	-	5	21045	8839	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	1364	1200
D	Zetec S 1.5 TDCi	-	5	21045	8839	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec S 1.5 TDCi Auto	-	5	22295	9364	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	1364	1200
D	Zetec S Red Edition 2.0 TDCi	-	5	22810	9580	6-M	tba	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Zetec S Black Edition 2.0 TDCi	-	5	23335	9801	6-M	tba	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium 1.5 TDCi	-	5	21295	8944	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium 1.5 TDCi Auto	-	5	22545	9469	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	1364	1200
D	Titanium 2.0 TDCi	-	5	22635	9507	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium 2.0 TDCi Auto	-	5	23885	10032	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	Titanium X 1.5 TDCi	334	5	23295	9784	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium X 1.5 TDCi Auto	-	5	24545	10309	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	1364	1200
D	Titanium X 2.0 TDCi	-	5	24635	10347	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium X 2.0 TDCi Auto	-	5	25885	10872	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	ST-1 2.0 TDCi	-	5	22495	9448	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
D	ST-2 2.0 TDCi	339	5	24245	10183	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0

New Focus

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	ST-3 2.0 TDCi	-	5	26295	11044	6-M	26	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
E	Electric	-	5	26145	10981	1-A	20	84	11.4	(101)	0	-	-	143	-	184	tba	tba
D	Estate Style 1.5 TDCi	-	5	19395	8146	6-M	11	112	12.2	74.3	98	1499	94/3600	-	184/1750	-	1362	1200
D	Estate Style 1.5 TDCi	-	5	19895	8356	6-M	15	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Style 1.5 TDCi Auto	-	5	21145	8881	6-A	15	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
D	Estate Style ECOnetic 1.5 TDCi	-	5	20245	8503	6-M	14	116	12.1	83.1	88	1499	104/3600	-	199/1750	-	1374	400
D	Estate Zetec 1.5 TDCi	-	5	20395	8566	6-M	tba	112	12.2	74.3	98	1499	94/3600	-	184/1750	-	1362	1200
D	Estate Zetec 1.5 TDCi	-	5	20895	8776	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Zetec 1.5 TDCi Auto	-	5	22145	9301	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
D	Estate Zetec S 1.5 TDCi	-	5	22145	9301	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Zetec S 1.5 TDCi Auto	-	5	23395	9826	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
D	Estate Titanium 1.5 TDCi	-	5	22395	9406	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Titanium 1.5 TDCi Auto	-	5	23645	9931	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
D	Estate Titanium 2.0 TDCi	-	5	23735	9969	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	24985	10494	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
D	Estate Titanium X 1.5 TDCi	-	5	24395	10246	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Titanium X 1.5 TDCi Auto	-	5	25645	10771	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
D	Estate Titanium X 2.0 TDCi	-	5	25735	10809	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
D	Estate Titanium X 2.0 TDCi Auto	-	5	26985	11334	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
D	Estate ST-1 2.0 TDCi	-	5	23595	9910	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
D	Estate ST-2 2.0 TDCi	-	5	25345	10645	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
D	Estate ST-3 2.0 TDCi	-	5	27395	11506	6-M	26	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0

New C-MAX
Rating ★★★★☆

C-MAX reprofiled with Ford's latest corporate look, as well as extra kit and more economical engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	20045	8419	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Zetec 1.5 TDCi Auto	-	5	21295	8944	6-A	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium 1.5 TDCi	-	5	21545	9049	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Titanium 1.5 TDCi Auto	-	5	22795	9574	6-A	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium 2.0 TDCi	-	5	22895	10074	6-M	25	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500
D	Titanium 2.0 TDCi Auto	-	5	24145	10624	6-A	25	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500
D	Titanium X 1.5 TDCi	-	5	23545	9889	6-M	19	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Titanium X 1.5 TDCi Auto	-	5	24795	10414	6-A	19	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium X 2.0 TDCi	-	5	24895	10954	6-M	27	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500
D	Titanium X 2.0 TDCi Auto	342	5	26145	11504	6-A	27	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500
D	Grand Zetec 1.5 TDCi	-	5	21645	9957	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Zetec 1.5 TDCi Auto	-	5	22895	10532	6-A	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium 1.5 TDCi	-	5	23145	10647	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Titanium 1.5 TDCi Auto	-	5	24395	11222	6-A	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium 2.0 TDCi	-	5	24495	10778	6-M	24	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800
D	Grand Titanium 2.0 TDCi Auto	-	5	25615	11271	6-A	24	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800
D	Grand Titanium X 1.5 TDCi	-	5	25145	11567	6-M	19	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Titanium X 1.5 TDCi Auto	-	5	26395	12142	6-A	19	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium X 2.0 TDCi	-	5	26495	11658	6-M	26	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800
D	Grand Titanium X 2.0 TDCi Auto	-	5	27615	12151	6-A	26	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800

LONG TERM TEST

Kuga
Rating ★★★★☆

The enthusiasts choice, with a great driving experience. It's bigger, better and more economical than before, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi 2WD	-	5	22695	12255	6-M	22	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Zetec 2.0 TDCi AWD	-	5	24195	13065	6-M	22	119	9.9	54.3	135	1997	148/3500	-	273/2000	-	1702	2100
D	Zetec 2.0 TDCi AWD Auto	-	5	25680	13867	6-A	22	118	10.9	52.3	140	1997	148/3500	-	273/2000	-	1716	2100
D	Titanium 2.0 TDCi 2WD	-	5	24595	13281	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium 2.0 TDCi AWD	-	5	26595	14361	6-M	25	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Titanium 2.0 TDCi AWD Auto	-	5	28080	15163	6-A	25	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
D	Titanium Sport 2.0 TDCi 2WD	-	5	26245	14172	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium Sport 2.0 TDCi AWD	-	5	28245	15252	6-M	25	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium Sport 2.0 TDCi AWD Auto	-	5	29730	16054	6-A	25	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
D	Titanium X 2.0 TDCi 2WD	-	5	27495	14847	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium X 2.0 TDCi AWD	-	5	29495	15927	6-M	26	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium X 2.0 TDCi AWD Auto	-	5	30980	16729	6-A	26	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
D	Titanium X Sport 2.0 TDCi 2WD	-	5	30345	16386	6-M	24	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium X Sport 2.0 TDCi AWD	338	5	32345	17466	6-M	27	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium X Sport 2.0 TDCi AWD Auto	-	5	33830	18268	6-A	27	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100

LONG TERM TEST

New Mondeo

Rating ★★★★½

It's been a long time coming, with sharp Aston Martin-esque styling and super frugal engines. Great to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	Titanium 2.0 TiVCT Hybrid	337	4	26445	10578	CVT	27	116	9.2	67.3	99	1999	184/6000	118	128/4000	173	1579	0
PE	Vignale 2.0 TiVCT Hybrid	-	4	30095	12038	CVT	29	116	9.2	67.3	99	1999	184/6000	118	128/4000	173	1579	0
D	Vignale 2.0 TDCi	-	4	29345	11738	6-M	29	140	8.3	62.8	117	1997	177/3500	-	295/2000	-	1579	2000
D	Vignale 2.0 TDCi Auto	-	4	30845	12338	6-A	29	139	8.6	57.7	128	1997	177/3500	-	295/2000	-	1587	2200
D	Vignale 2.0 TDCi AWD Auto	-	4	32345	12938	6-A	29	140	9.3	53.3	138	1997	177/3500	-	295/2000	-	1682	2200
D	Vignale 2.0 TDCi Auto	-	4	31595	12638	6-A	32	145	7.9	56.5	130	1997	207/3750	-	332/2000	-	1599	2200
D	Style 1.5 TDCi ECOnetic	-	5	21395	8558	6-M	16	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Style 2.0 TDCi ECOnetic	-	5	22145	8858	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Zetec 1.5 TDCi ECOnetic	-	5	22495	8998	6-M	17	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec 2.0 TDCi ECOnetic	-	5	23245	9298	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Zetec 2.0 TDCi	-	5	23095	9238	6-M	23	134	9.3	67.3	109	1997	148/3500	-	258/2000	-	1578	1800
D	Zetec 2.0 TDCi AWD	-	5	24595	9838	6-M	23	134	10.3	58.9	124	1997	148/3500	-	258/2000	-	1656	1800
D	Zetec 2.0 TDCi Auto	-	5	24595	9838	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 1.5 TDCi ECOnetic	-	5	23795	9518	6-M	17	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 2.0 TDCi ECOnetic	-	5	24495	9798	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Titanium 2.0 TDCi	335	5	24545	9818	6-M	23	134	9.3	65.7	112	1997	148/3500	-	258/2000	-	1578	1800
D	Titanium 2.0 TDCi AWD	-	5	25995	10398	6-M	23	134	10.3	57.7	127	1997	148/3500	-	258/2000	-	1656	1800
D	Titanium 2.0 TDCi Auto	-	5	25995	10398	6-A	23	132	9.9	57.7	128	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 2.0 TDCi	-	5	25245	10098	6-M	27	140	8.3	62.8	117	1997	177/3500	-	295/2000	-	1584	1800
D	Titanium 2.0 TDCi Auto	-	5	26745	10698	6-A	27	139	8.6	57.7	128	1997	177/3500	-	295/2000	-	1589	2000
D	Titanium 2.0 TDCi AWD Auto	-	5	28245	11298	6-A	27	140	9.3	53.3	138	1997	177/3500	-	295/2000	-	1665	2000
D	Titanium 2.0 TDCi Auto	-	5	27495	10998	6-A	30	145	7.9	56.5	130	1997	207/3750	-	332/2000	-	1600	2000
D	Estate Style 1.5 TDCi ECOnetic	-	5	22645	9058	6-M	16	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Style 2.0 TDCi ECOnetic	-	5	23395	9358	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Zetec 1.5 TDCi ECOnetic	-	5	23745	9498	6-M	17	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Zetec 2.0 TDCi ECOnetic	-	5	24495	9798	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Zetec 2.0 TDCi	-	5	24345	9738	6-M	23	130	9.4	65.7	112	1997	148/3500	-	258/2000	-	1597	1800
D	Estate Zetec 2.0 TDCi AWD	-	5	25845	10338	6-M	23	130	10.5	57.7	127	1997	148/3500	-	258/2000	-	1675	1800
D	Estate Zetec 2.0 TDCi Auto	-	5	25715	10286	6-A	23	129	10.0	57.7	128	1997	148/3500	-	258/2000	-	1601	2000
D	Estate Titanium 1.5 TDCi ECOnetic	-	5	25045	10018	6-M	17	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium 2.0 TDCi ECOnetic	-	5	25745	10298	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Titanium 2.0 TDCi	-	5	25795	10318	6-M	23	130	9.4	64.2	115	1997	148/3500	-	258/2000	-	1597	1800
D	Estate Titanium 2.0 TDCi AWD	-	5	27375	10950	6-M	23	130	10.5	56.5	131	1997	148/3500	-	258/2000	-	1675	1800
D	Estate Titanium 2.0 TDCi Auto	341	5	27115	10846	6-A	23	129	10.0	56.5	130	1997	148/3500	-	258/2000	-	1601	2000
D	Estate Titanium 2.0 TDCi	-	5	26495	10598	6-M	27	130	9.4	62.8	119	1997	177/3500	-	295/2000	-	1602	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	27865	11146	6-A	27	135	8.7	56.5	130	1997	177/3500	-	295/2000	-	1609	2000
D	Estate Titanium 2.0 TDCi AWD Auto	-	5	29510	11804	6-A	27	137	9.5	52.3	141	1997	177/3500	-	295/2000	-	1685	2000
D	Estate Titanium 2.0 TDCi Auto	-	5	28875	11550	6-A	30	142	8.1	54.3	134	1997	207/3750	-	332/2000	-	1619	2000
D	Estate Vignale 2.0 TDCi	-	5	30595	12238	6-M	29	137	8.4	62.8	119	1997	177/3500	-	295/2000	-	1602	2000
D	Estate Vignale 2.0 TDCi Auto	-	5	31965	12786	6-A	29	135	8.7	56.5	130	1997	177/3500	-	295/2000	-	1627	2200
D	Estate Vignale 2.0 TDCi AWD Auto	-	5	33610	13444	6-A	29	137	9.5	52.3	141	1997	177/3500	-	295/2000	-	1703	2000
D	Estate Vignale 2.0 TDCi Auto	-	5	32975	13190	6-A	32	142	8.1	54.3	134	1997	207/3750	-	332/2000	-	1619	2200

New S-MAX

Rating ★★★★½

For the boyracer parent that doesn't want to grow up. Mixes Ford's latest design language with 7-seat practicality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi	-	5	25245	12623	6-M	16	114	13.4	56.5	129	1997	118/3500	-	229/1750	-	1824	1500
D	Zetec 2.0 TDCi	341	5	25995	13517	6-M	20	123	10.8	56.5	129	1997	148/3500	-	258/2000	-	1824	2000
D	Zetec 2.0 TDCi Auto	-	5	27545	14323	6-A	20	122	10.8	52.3	139	1997	148/3500	-	258/2000	-	1765	2000
D	Titanium 2.0 TDCi	-	5	27695	14401	6-M	20	123	10.8	56.5	129	1997	148/3500	-	258/2000	-	1824	2000
D	Titanium 2.0 TDCi AWD	-	5	29195	15181	6-M	20	122	12.1	52.3	139	1997	148/3500	-	258/2000	-	1831	2000
D	Titanium 2.0 TDCi Auto	-	5	29245	15207	6-A	20	122	10.8	52.3	139	1997	148/3500	-	258/2000	-	1765	2000
D	Titanium 2.0 TDCi	-	5	28445	15360	6-M	24	131	9.7	56.5	129	1997	177/3500	-	295/2000	-	1838	2000
D	Titanium 2.0 TDCi Auto	-	5	29995	16197	6-A	24	129	9.5	52.3	139	1997	177/3500	-	295/2000	-	1778	2000
D	Titanium Sport 2.0 TDCi	-	5	29945	16170	6-M	24	131	9.7	56.5	129	1997	177/3500	-	295/2000	-	1838	2000
D	Titanium Sport 2.0 TDCi Auto	-	5	31495	17007	6-A	24	129	9.5	52.3	139	1997	177/3500	-	295/2000	-	1778	2000
D	Titanium Sport 2.0 TDCi AWD Auto	-	5	32945	17790	6-A	24	128	10.5	48.7	149	1997	177/3500	-	295/2000	-	1857	2000
D	Titanium Sport 2.0 TDCi Auto	-	5	32260	16775	6-A	27	135	8.8	51.4	144	1997	207/3750	-	332/2000	-	1816	2000

New Galaxy

Rating ★★★★½

Will set the hearts racing of Addison Lee drivers in London! Enormous inside, nicely kitted out and great to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi	-	5	27595	11590	6-M	17	112	13.6	56.5	129	1997	118/3500	-	229/1750	-	1752	1500
D	Zetec 2.0 TDCi	-	5	28345	11905	6-M	20	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Zetec 2.0 TDCi Auto	-	5	29895	12556	6-A	20	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium 2.0 TDCi	-	5	29995	12598	6-M	21	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Titanium 2.0 TDCi AWD	-	5	31545	13249	6-M	21	120	12.2	52.3	139	1997	148/3500	-	258/2000	-	1813	2000
D	Titanium 2.0 TDCi Auto	-	5	31595	13270	6-A	21	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium 2.0 TDCi	-	5	30795	12934	6-M	24	129	9.8	56.5	129	1997	177/3500	-	295/2000	-	1756	2000
D	Titanium 2.0 TDCi Auto	-	5	32345	13585	6-A	24	127	9.6	52.3	139	1997	177/3500	-	295/2000	-	1760	2000
D	Titanium X 2.0 TDCi	-	5	33095	13900	6-M	21	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Titanium X 2.0 TDCi Auto	-	5	34645	14551	6-A	21	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium X 2.0 TDCi	-	5	33845	14215	6-M	24	129	9.8	56.5	129	1997	177/3500	-	295/2000	-	1756	2000
D	Titanium X 2.0 TDCi Auto	-	5	35395	14866	6-A	24	127	9.6	52.3	139	1997	177/3500	-	295/2000	-	1760	2000
D	Titanium X 2.0 TDCi AWD Auto	-	5	36760	15439	6-A	24	126	10.6	48.7	149	1997	177/3500	-	295/2000	-	1841	2000
D	Titanium X 2.0 TDCi Auto	-	5	36145	14458	6-A	27	133	8.9	51.4	144	1997	207/3750	-	332/2000	-	1779	2000

LONG TERM TEST

Tourneo Connect

Rating ★★★★

Much more than a van with windows, with top drawer car-like handling, safety kit and equipment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.5 TDCi	-	5	15645	5632	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Style 1.5 TDCi (Fuel Economy Pack)	-	5	16005	5762	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi	-	5	17295	6226	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi (Fuel Economy Pack)	-	5	17655	6356	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi	-	5	18245	6568	6-M	tba	106	12.6	64.2	115	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec 1.5 TDCi Auto	-	5	19445	7000	6-A	tba	104	12.9	56.5	129	1499	118/3600	-	221/2000	-	tba	tba
D	Titanium 1.5 TDCi	-	5	18695	6730	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Titanium 1.5 TDCi (Fuel Economy Pack)	-	5	19055	6860	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Titanium 1.5 TDCi	-	5	19645	7072	6-M	tba	106	12.6	64.2	115	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 1.5 TDCi Auto	-	5	20845	7504	6-A	tba	104	12.9	56.5	129	1499	118/3600	-	221/2000	-	tba	tba
D	Grand Style 1.5 TDCi	-	5	17895	6442	5-M	tba	101	13.3	61.4	124	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Style 1.5 TDCi (Fuel Economy Pack)	-	5	18255	6572	5-M	tba	101	13.3	65.7	115	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi	-	5	19545	7036	5-M	tba	101	13.3	61.4	124	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi (Fuel Economy Pack)	-	5	19905	7166	5-M	tba	101	13.3	65.7	115	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi	-	5	20495	7378	6-M	tba	106	12.6	64.2	119	1499	118/3600	-	199/1750	-	tba	tba
D	Grand Zetec 1.5 TDCi Auto	-	5	21695	7810	6-A	tba	104	12.9	56.6	129	1499	118/3600	-	221/2000	-	tba	tba
D	Grand Titanium 1.5 TDCi	-	5	21895	7882	6-M	tba	106	12.6	64.2	119	1499	118/3600	-	199/1750	-	tba	tba
D	Grand Titanium 1.5 TDCi Auto	-	5	23095	8314	6-A	tba	104	12.9	56.6	129	1499	118/3600	-	221/2000	-	tba	tba

New Ranger

Rating COMING SOON

Not just suitable for work, it does playtime quite well, too. It's car-like driving manners put it at the top of the class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab XL 2.2 TDCi (Eco-axle)	-	4	24510	9314	6-M	tba	tba	tba	43.5	171	tba	tba	-	tba	-	2103	1800
D	Double Cab XL 2.2 TDCi (Towing-axle)	-	4	24510	9314	6-M	tba	tba	tba	39.8	185	tba	tba	-	tba	-	2103	3500
D	Double Cab XLT 2.2 TDCi (Eco-axle)	-	4	26310	9998	6-M	tba	tba	tba	43.5	171	tba	tba	-	tba	-	2127	1800
D	Double Cab XLT 2.2 TDCi (Towing-axle)	-	4	26310	9998	6-M	tba	tba	tba	39.8	185	tba	tba	-	tba	-	2127	3500
D	Double Cab Limited 1 2.2 TDCi (Eco-axle)	-	4	28830	10955	6-M	tba	tba	tba	43.5	171	tba	tba	-	tba	-	2155	1800
D	Double Cab Limited 1 2.2 TDCi (Towing-axle)	-	4	28830	10955	6-M	tba	tba	tba	39.8	185	tba	tba	-	tba	-	2155	3500
D	Double Cab Limited 1 2.2 TDCi Auto	-	4	29850	11343	6-A	tba	tba	tba	35.3	209	tba	tba	-	tba	-	2174	3500
D	Double Cab Limited 1 3.2 TDCi	-	4	29790	11320	6-M	tba	tba	tba	34.0	218	tba	tba	-	tba	-	2203	3500
D	Double Cab Limited 1 3.2 TDCi Auto	-	4	30810	11708	6-M	tba	tba	tba	31.7	234	tba	tba	-	tba	-	2223	3500
D	Double Cab Limited 2 2.2 TDCi (Eco-axle)	-	4	29430	11183	6-M	tba	tba	tba	43.5	171	tba	tba	-	tba	-	2155	1800
D	Double Cab Limited 2 2.2 TDCi (Towing-axle)	-	4	29430	11183	6-M	tba	tba	tba	39.8	185	tba	tba	-	tba	-	2155	3500
D	Double Cab Limited 2 2.2 TDCi Auto	-	4	30450	11571	6-A	tba	tba	tba	35.3	209	tba	tba	-	tba	-	2174	3500
D	Double Cab Limited 2 3.2 TDCi	-	4	30390	11548	6-M	tba	tba	tba	34.0	218	tba	tba	-	tba	-	2203	3500
D	Double Cab Limited 2 3.2 TDCi Auto	-	4	31410	11936	6-M	tba	tba	tba	31.7	234	tba	tba	-	tba	-	2223	3500
D	Double Cab Wildtrak 3.2 TDCi	-	4	31350	11913	6-M	tba	tba	tba	34.0	218	tba	tba	-	tba	-	2214	3500
D	Double Cab Wildtrak 3.2 TDCi Auto	-	4	32370	12300	6-A	tba	tba	tba	31.7	234	tba	tba	-	tba	-	2233	3500

Ranger

Rating ★★★★

Building site, shopping mall, weekend break… this pick-up covers it all, albeit at a hefty price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab XL 2.2 TDCi	-	4	23889	9078	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab XLT 2.2 TDCi	-	4	25755	9787	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 1 2.2 TDCi	299	4	28055	10661	6-M	12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 1 2.2 TDCi Auto	-	4	29255	11117	6-A	12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2129	3500
D	Double Cab Limited 1 3.2 TDCi	-	4	29255	11117	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Limited 2 2.2 TDCi	-	4	28655	10889	6-M	12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 2 2.2 TDCi Auto	-	4	29855	11345	6-A	12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2129	3500
D	Double Cab Limited 2 3.2 TDCi	-	4	29855	11345	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Wildtrak 3.2 TDCi	-	4	30695	11664	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Wildtrak 3.2 TDCi Auto	-	4	31895	12120	6-A	12	109	10.4	28.2	265	3196	197/3000	-	347/1500	-	2165	3500

GREAT WALL

UK dealers: 51 **Warranty:** 6 years/125,000miles **Servicing:** 10,000miles

Steed

Rating ★★★

First product for the Chinese company, and it's not bad. It is certainly hard to ignore the value for money prices.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab S	-	4	17942	5383	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab Tracker	-	4	19142	5743	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab SE	-	4	20342	6103	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500

HONDA

UK dealers: 166 **Warranty:** 3 years/90,000miles **Servicing:** 12,500 miles

Civic

Rating ★★★★

Looks more complex than sci-fi dad, but rear visibility poor. Diesel engine delivers fantastic real-world economy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S	-	5	18755	8252	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC S Navi	-	5	19365	8521	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus	-	5	20570	9051	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus Navi	-	5	21180	9319	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC Sport	-	5	20820	9161	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC Sport Navi	-	5	21430	9429	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SR	-	5	23140	10182	6-M	16	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC EX Plus	-	5	25140	11062	6-M	16	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	Tourer 1.6 i-DTEC S	-	5	19755	8692	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC S Navi	-	5	20365	8961	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SE Plus	-	5	21570	9491	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SE Plus Navi	-	5	22180	9759	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SR	-	5	24340	10710	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC EX Plus	-	5	26140	11502	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400

HR-V

Rating ★★★★

Honda might be late to the compact crossover party, but delivers class-leading space and versatility.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S	-	5	19745	8688	6-M	23	119	10.0	70.6	104	1597	118/4000	-	221/2000	-	1324	1400
D	1.6 i-DTEC SE	-	5	21495	9458	6-M	23	119	10.2	68.9	108	1597	118/4000	-	221/2000	-	1324	1400
D	1.6 i-DTEC SE Navi	-	5	22105	9726	6-M	23	119	10.2	68.9	108	1597	118/4000	-	221/2000	-	1324	1400
D	1.6 i-DTEC EX	-	5	24945	10976	6-M	24	119	10.5	68.9	108	1597	118/4000	-	221/2000	-	1324	1400

CR-V

Rating ★★★★

A hike in quality and efficiency makes the new CR-V better than ever. It's refined and enormously spacious, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S 2WD	-	5	23400	12636	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC S Navi 2WD	-	5	24300	13122	6-M	23	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE 2WD	-	5	26570	14348	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE 4WD	-	5	27570	14888	6-M	26	125	9.6	57.7	129	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SE 4WD Auto	-	5	29350	15849	9-A	26	122	10.0	55.4	134	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC SE Navi 2WD	-	5	26740	14440	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE Navi 4WD	-	5	28740	15520	6-M	26	125	9.6	57.7	129	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SE Navi 4WD Auto	-	5	30520	16481	9-A	26	122	10.0	55.4	134	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC SR 2WD	-	5	28495	15387	6-M	23	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SR 4WD	-	5	30625	16538	6-M	27	125	9.8	55.4	133	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SR 4WD Auto	-	5	32275	17429	9-A	27	122	10.2	53.3	139	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC EX 4WD	-	5	32470	17534	6-M	27	125	9.9	55.4	133	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC EX 4WD Auto	-	5	34120	18425	9-A	27	122	10.4	53.3	139	1597	158/4000	-	258/2000	-	1658	1500

HYUNDAI

UK dealers: 152 **Warranty:** 5 years/Unlimited mileage **Servicing:** 20,000miles (i20, ix20 10,000miles)

i10

Rating ★★★★½

Stylish, comfortable and pretty frugal in Blue Drive guise. Well priced and it's also decent to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 Blue Drive	-	5	10225	3886	5-M	1	96	15.1	65.7	98	998	66/5500	-	69/3500	-	933	0

New i20

Rating ★★★★½

Bigger, better equipped and more grown up than before, and holds its own compared to rivals. Great value, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Blue 1.1 CRDi	-	5	12745	5608	6-M	5	99	16.0	88.3	84	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.1 CRDi	-	5	14525	6391	6-M	5	99	16.0	70.6	103	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.4 CRDi	335	5	15025	6611	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium 1.4 CRDi	-	5	16025	7051	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium Nav 1.4 CRDi	-	5	16700	7348	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium SE 1.4 CRDi	-	5	17025	7491	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium SE Nav 1.4 CRDi	-	5	17700	7788	6-M	11	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé SE 1.4 CRDi	-	3	15025	6311	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé Sport 1.4 CRDi	-	3	16025	6731	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé Sport Nav 1.4 CRDi	-	3	16700	7014	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110

New ix20

Rating COMING SOON

Punchy 1.6-litre CRDi engine is mixed with lots of space and decent road manners. It's decently kitted out, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.6 CRDi Blue Drive	-	5	15745	7243	6-M	13	114	11.4	64.2	115	1582	114/4000	-	192/1500	-	1380	1300
D	Premium 1.6 CRDi Blue Drive	-	5	16695	7680	6-M	13	114	11.4	64.2	115	1582	114/4000	-	192/1500	-	1380	1300

i30

Rating ★★★½

Recent revisions involve sharper looks, better value for money and greater efficiency. It's the best i30 yet.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 CRDi Blue Drive	-	5	17195	7222	6-M	11	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE 1.6 CRDi Blue Drive	-	5	18495	7768	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE 1.6 CRDi Blue Drive Auto	-	5	19795	8314	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456	1500

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
i30 (continued)																	
D SE Nav 1.6 CRDi Blue Drive	-	5	19495	8188	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D SE Nav 1.6 CRDi Blue Drive Auto	-	5	20795	8734	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456	1500
D Premium 1.6 CRDi	-	5	22295	9364	6-M	13	122	10.2	72.3	102	1582	134/4000	-	207/1500	-	1429	1500
D Premium 1.6 CRDi Auto	-	5	23595	9910	7-A	13	124	10.6	67.3	109	1582	134/4000	-	221/1750	-	1456	1500
D Tourer S 1.6 CRDi Blue Drive	-	5	18295	8050	6-M	11	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D Tourer SE 1.6 CRDi Blue Drive	-	5	19595	8622	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D Tourer SE 1.6 CRDi Blue Drive Auto	-	5	20895	9194	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496	1500
D Tourer SE Nav 1.6 CRDi Blue Drive	-	5	20595	9062	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D Tourer SE Nav 1.6 CRDi Blue Drive Auto	-	5	21895	9634	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496	1500
D Tourer Premium 1.6 CRDi Blue Drive	-	5	23395	10293	6-M	13	122	10.2	72.3	102	1582	134/4000	-	207/1500	-	1469	1500
D Tourer Premium 1.6 CRDi Blue Drive Auto	-	5	24695	10865	7-A	13	124	10.6	67.3	109	1582	134/4000	-	221/1750	-	1496	1500
New i40																	
Rating ★★★★☆																	
One of the best buys in the large car class. It's voluminous, is keenly priced and has that fab warranty.																	
D S 1.7 CRDi Blue Drive	-	4	19600	8232	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D S 1.7 CRDi Blue Drive	-	4	20400	8568	6-M	18	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D SE Nav 1.7 CRDi Blue Drive	-	4	21600	9072	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D SE Nav 1.7 CRDi Blue Drive	-	4	22400	9408	6-M	19	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D SE Nav 1.7 CRDi Blue Drive Auto	-	4	24300	10206	7-A	19	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D SE Nav Business 1.7 CRDi Blue Drive	-	4	23100	9702	6-M	14	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D SE Nav Business 1.7 CRDi Blue Drive	-	4	23900	10038	6-M	19	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D SE Nav Business 1.7 CRDi Blue Drive Auto	-	4	25800	10836	7-A	19	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D Premium 1.7 CRDi Blue Drive	-	4	25600	10752	6-M	20	126	10.3	60.1	123	1685	139/4000	-	251/1700	-	1610	1800
D Premium 1.7 CRDi Blue Drive Auto	-	4	27500	11550	7-A	20	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D Tourer S 1.7 CRDi Blue Drive	-	5	20850	9174	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D Tourer S 1.7 CRDi Blue Drive	-	5	21650	9526	6-M	18	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D Tourer SE Nav 1.7 CRDi Blue Drive	-	5	22850	10054	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D Tourer SE Nav 1.7 CRDi Blue Drive	-	5	23650	10406	6-M	19	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D Tourer SE Nav 1.7 CRDi Blue Drive Auto	-	5	25550	11242	7-A	19	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500
D Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5	24350	10714	6-M	14	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5	25150	11066	6-M	19	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D Tourer SE Nav Business 1.7 CRDi Blue Drive Auto	-	5	27050	11902	7-A	19	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500
D Tourer Premium 1.7 CRDi Blue Drive	-	5	26950	11858	6-M	20	124	10.5	60.1	123	1685	139/4000	-	251/1700	-	1648	1800
D Tourer Premium 1.7 CRDi Blue Drive Auto	-	5	28850	12694	7-A	20	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500
Tucson																	
Rating ★★★★☆																	
A leap forward compared to its predecessor, with higher quality materials and more room inside. It's pricier, too.																	
D S 1.7 CRDi Blue Drive	-	5	20195	10097	6-M	15	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580	1400
D SE 1.7 CRDi Blue Drive	-	5	21995	10997	6-M	16	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580	1400
D SE Nav 1.7 CRDi Blue Drive	-	5	22795	11397	6-M	16	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580	1400
D SE Nav 2.0 CRDi Blue Drive	-	5	24195	12097	6-M	22	116	10.6	58.9	127	1995	134/2750	-	275/1800	-	1695	2200
D SE Nav 2.0 CRDi 4WD	-	5	25825	12912	6-M	22	114	10.9	54.3	139	1995	134/2750	-	275/1800	-	1751	2200
D SE Nav 2.0 CRDi 4WD Auto	-	5	27175	13587	6-A	22	114	12.0	46.3	160	1995	134/2750	-	275/1800	-	1779	1900
D SE Nav 2.0 CRDi 4WD	-	5	26695	13347	6-M	25	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1751	2200
D SE Nav 2.0 CRDi 4WD Auto	-	5	28045	14022	6-A	25	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1779	1900
D Premium 1.7 CRDi Blue Drive	-	5	25045	12522	6-M	18	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580	1400
D Premium 2.0 CRDi Blue Drive	-	5	26445	13222	6-M	23	116	10.6	58.9	127	1995	134/2750	-	275/1800	-	1695	2200
D Premium 2.0 CRDi 4WD	-	5	28075	14037	6-M	23	114	10.9	54.3	139	1995	134/2750	-	275/1800	-	1751	2200
D Premium 2.0 CRDi 4WD Auto	-	5	29525	14762	6-A	23	114	12.0	46.3	160	1995	134/2750	-	275/1800	-	1779	1900
D Premium 2.0 CRDi 4WD	-	5	28945	14472	6-M	26	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1751	2200
D Premium 2.0 CRDi 4WD Auto	-	5	30395	15197	6-A	26	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1779	1900
D Premium SE 2.0 CRDi Blue Drive	-	5	28345	14172	6-M	23	116	10.6	58.9	127	1995	134/2750	-	275/1800	-	1695	2200
D Premium SE 2.0 CRDi 4WD	-	5	29975	14987	6-M	23	114	10.9	54.3	139	1995	134/2750	-	275/1800	-	1751	2200
D Premium SE 2.0 CRDi 4WD Auto	-	5	31475	15737	6-A	23	114	12.0	46.3	160	1995	134/2750	-	275/1800	-	1779	1900
D Premium SE 2.0 CRDi 4WD	-	5	30845	15422	6-M	27	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1751	2200
D Premium SE 2.0 CRDi 4WD Auto	-	5	32345	16172	6-A	27	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1779	1900
New Santa Fe																	
Rating COMING SOON																	
Latest car has more powerful engine, extra technology and is more frugal. It's also more expensive, too.																	
D Premium 2.2 CRDi 5 seat 4WD	-	5	31245	18122	6-M	27	126	9.0	46.3	161	2199	197/3800	-	325/1750	-	1939	2500
D Premium 2.2 CRDi 5 seat 4WD Auto	-	5	32975	19126	6-A	27	126	9.6	42.2	177	2199	197/3800	-	325/1750	-	1965	2000
D Premium 2.2 CRDi 7 seat 4WD	-	5	32445	18818	6-M	27	126	9.0	46.3	161	2199	197/3800	-	325/1750	-	1977	2500
D Premium 2.2 CRDi 7 seat 4WD Auto	-	5	34175	19822	6-A	27	126	9.6	42.2	177	2199	197/3800	-	325/1750	-	2003	2000
D Premium SE 2.2 CRDi 7 seat 4WD	-	5	36095	20935	6-M	28	126	9.0	46.3	161	2199	197/3800	-	325/1750	-	1977	2500
D Premium SE 2.2 CRDi 7 seat 4WD Auto	-	5	37825	21939	6-A	28	126	9.6	42.2	177	2199	197/3800	-	325/1750	-	2003	2000
i800																	
Rating ★★★☆☆																	
Hyundai's massive tour bus can carry eight and all their bags. Van-derived, but a piece of cake to drive.																	
D SE 2.5 CRDi	-	5	23500	12220	6-M	28	104	17.6	37.7	197	2497	134/3800	-	253/1500	-	2238	2300
D SE 2.5 CRDi Auto	-	5	25505	12242	5-A	33	112	14.4	32.1	231	2497	168/3600	-	325/2000	-	2248	1500

INFINITI

UK dealers: 10 **Warranty:** 3 years/60,000miles
Servicing: 12,000miles (15,500miles 2.2d) 9,000miles hybrid

Q30
Rating ★★★★☆
Underneath it's pure Mercedes A-Class, and none the worse for that. Distinctive and strangely more appealing.

D SE 1.5d	-	5	21500	tba	6-M	tba	tba	tba	68.9	108	tba	tba	-	tba	-	tba	tba
D SE 2.2d Auto	-	5	24700	tba	7-A	tba	tba	tba	64.2	116	tba	tba	-	tba	-	tba	tba
D Premium 1.5d	-	5	22550	tba	6-M	tba	tba	tba	68.9	108	tba	tba	-	tba	-	tba	tba
D Premium 1.5d Auto	-	5	24050	tba	7-A	tba	tba	tba	68.9	109	tba	tba	-	tba	-	tba	tba
D Premium 2.2d Auto	-	5	25750	tba	7-A	tba	tba	tba	64.2	116	tba	tba	-	tba	-	tba	tba
D Premium 2.2d AWD Auto	-	5	27300	tba	7-A	tba	tba	tba	57.6	127	tba	tba	-	tba	-	tba	tba
D City Black Edition 1.5d	-	5	26360	tba	6-M	tba	tba	tba	68.9	108	tba	tba	-	tba	-	tba	tba
D City Black Edition 2.2d AWD Auto	-	5	31110	tba	7-A	tba	tba	tba	57.6	127	tba	tba	-	tba	-	tba	tba
D Premium Tech 1.5d	-	5	26430	tba	6-M	tba	tba	tba	68.9	108	tba	tba	-	tba	-	tba	tba
D Premium Tech 2.2d Auto	-	5	29630	tba	7-A	tba	tba	tba	64.2	116	tba	tba	-	tba	-	tba	tba
D Premium Tech 2.2d AWD Auto	-	5	31180	tba	7-A	tba	tba	tba	57.6	127	tba	tba	-	tba	-	tba	tba
D Sport 1.5d	-	5	26180	tba	6-M	tba	tba	tba	67.3	109	tba	tba	-	tba	-	tba	tba
D Sport 2.2d Auto	-	5	29380	tba	7-A	tba	tba	tba	62.8	117	tba	tba	-	tba	-	tba	tba
D Sport 2.2d AWD Auto	-	5	30930	tba	7-A	tba	tba	tba	57.6	129	tba	tba	-	tba	-	tba	tba
D Business Executive 1.5d	-	5	25080	tba	6-M	tba	tba	tba	68.9	108	tba	tba	-	tba	-	tba	tba
D Business Executive 1.5d Auto	-	5	26580	tba	7-A	tba	tba	tba	68.9	109	tba	tba	-	tba	-	tba	tba
D Business Executive 2.2d Auto	-	5	28280	tba	7-A	tba	tba	tba	64.2	116	tba	tba	-	tba	-	tba	tba

Q50
Rating ★★½☆☆
Uses Mercedes tech to try and beat the C-Class at its own game. We want to love it, but it is disappointing to drive.

D SE 2.2d	-	4	28950	12159	6-M	29	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1625	1500
D SE 2.2d Auto	-	4	30500	12810	7-A	29	143	8.5	62.8	119	2143	168/3200	-	295/1600	-	1655	1500
D Premium 2.2d	-	4	31350	13167	6-M	30	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1733	1500
D Premium 2.2d Auto	323	4	32900	13818	7-A	30	143	8.5	62.8	119	2143	168/3200	-	295/1600	-	1761	1500
D Premium Tech 2.2d Auto	-	4	39400	16548	7-A	30	143	8.5	62.8	119	2143	168/3200	-	295/1600	-	1761	1500
D Sport 2.2d	-	4	33720	14162	6-M	30	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1747	1500
D Sport 2.2d Auto	-	4	35270	14813	7-A	30	143	8.5	61.4	123	2143	168/3200	-	295/1600	-	1775	1500
PE S Hybrid Sport Auto	-	4	40700	17094	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1858	1500
PE S Hybrid Sport AWD Auto	-	4	42350	17787	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1903	1500
D Sport Tech 2.2d Auto	-	4	40170	16871	7-A	30	143	8.5	61.4	123	2143	168/3200	-	295/1600	-	1775	1500
PE S Hybrid Sport Tech Auto	-	4	45600	19152	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1858	1500
PE S Hybrid Sport Tech AWD Auto	-	4	47250	19845	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1903	1500

POWER

ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTRIC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Q70																	
Rating ★★★☆☆																	
Reinvigorated for 2015 with more frugal engines and better value pricing, to battle Audi and BMW in its heartland.																	
D Premium 2.2d Auto	-	4	33400	11356	7-A	35	137	8.9	58.9	124	2143	168/3200	-	295/1600	-	1875	1500
PE Premium Hybrid Auto	-	4	43250	14705	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1895	1500
D Premium Tech 2.2d Auto	336	4	37500	12750	7-A	36	137	8.9	58.9	124	2143	168/3200	-	295/1600	-	1896	1500
PE Premium Tech Hybrid Auto	341	4	47350	16099	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1920	1500
D Sport 2.2d Auto	-	4	36600	12444	7-A	35	137	8.9	57.6	128	2143	168/3200	-	295/1600	-	1897	1500
D Sport Tech 2.2d Auto	-	4	38950	13243	7-A	36	137	8.9	57.6	128	2143	168/3200	-	295/1600	-	1910	1500

SPEC CHECK
CHOOSING THE PERFECT AUDI A4



This issue, we are going to choose a specification that is likely to put the smile on the face of a private motorist, rather than the more common business user in this sector, though I'm sure this will be a route that many a company car driver will deliberate, too. As tempting as the frugal 2.0-litre TDI editions of the A4 are, with some as low as 99g/km, making them tax free in terms of vehicle excise duty, we're going to throw caution to the wind and recommend the 3.0-litre V6 TDI quattro edition, as with CO_2 emissions of just 115gk/m and official fuel economy figures of 61.4mpg. That's phenomenal for a car that can boast 215bhp, has a top speed of 155mph and can hit 62mph in just 6.3 seconds. It is paired to a seven-speed twin-clutch S tronic automatic transmission and will cost just £30 a year for vehicle excise duty after year one. So how else would we specify our £35,680 barnstormer? Well we would opt for mid-range Sport trim, as the level of equipment is already top-notch, boasting items like an uprated audio system, satellite navigation, an LED lighting pack and sports multi-function steering wheel, in addition to the generous kit levels on the SE version. The A4 looks stunning in optional Tango Red metallic paint at an extra cost of £645, the same price for all metallic colours, and we would add the £550 Black Pack, too, giving the exterior a little extra lift and sportiness. The box for power folding door mirrors would be ticked at £225, to preserve them from car park scars, we would opt for natural grey oak for the dashboard appliqués at £200, as they look sensational. This brings the total price of our ideal Audi A4 to £37,300, and represents a car that you could buy and run for a decade until it expires. You'll never tire of the gadgets and hi-tech equipment and it'll hold its value pretty well, too.

QX50
Rating ★★★☆☆
Think Qashqai crossed with a Bentley. Looks great, but is cramped and inherits the latter's thirst.

D 3.0d Auto	-	5	34490	14486	7-A	45	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D GT 3.0d Auto	-	5	38445	16147	7-A	46	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D GT Premium 3.0d Auto	278	5	42045	17659	7-A	46	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000

QX70
Rating ★★★☆☆
A price cut, a name change and more frugal engine marks what is a monsterous, but classy package.

D GT 3.0d Auto	-	5	43100	16378	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D GT Premium 3.0d Auto	312	5	47550	18069	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D S 3.0d Auto	-	5	45200	17176	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D S Premium 3.0d Auto	-	5	49650	18867	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D Ultimate 3.0d Auto	-	5	52280	19866	7-A	tba	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2220

ISUZU

UK dealers: 106 **Warranty:** 5 years/125,000miles **Servicing:** 12,000miles

LONG TERM TEST

D-Max
Rating ★★★½☆
Isuzu plays catch up with a solid effort. It's a refined machine, that's car-like and will go just about anywhere.

D Double Cab 2.5	-	4	22443	8528	6-M	8	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1970	3500
D Double Cab 2.5 Eiger	-	4	23343	8870	6-M	9	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1954	3500
D Double Cab 2.5 Eiger Automatic	-	4	24543	9326	5-A	9	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1959	3500
D Double Cab 2.5 Yukon	-	4	24543	9326	6-M	9	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1978	3500
D Double Cab 2.5 Yukon Automatic	-	4	25743	9782	5-A	9	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1983	3500
D Double Cab 2.5 Utah	-	4	26343	10010	6-M	9	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1987	3500
D Double Cab 2.5 Utah Automatic	343	4	27543	10466	5-A	9	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500
D Double Cab 2.5 Blade	-	4	31143	11834	6-M	12	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1970	3500
D Double Cab 2.5 Blade Automatic	-	4	32343	12290	5-A	12	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1975	3500
D Double Cab 2.5 Fury	-	4	23943	9098	6-M	10	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1978	3500
D Double Cab 2.5 Fury Automatic	-	4	25143	9554	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1983	3500

JAGUAR

UK dealers: 89 **Warranty:** 3 years/Unlimited mileage **Servicing:** 16,000miles (XE 21,000miles)

XE
Rating ★★★★½
Jaguar's answer to the BMW 3 Series. Brand new engines and aluminium platform mean top-class efficiency.

D SE 2.0 Diesel	-	4	29775	13697	6-M	22	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D SE 2.0 Diesel Auto	-	4	31525	14502	8-A	22	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D SE 2.0 Diesel	-	4	30275	13927	6-M	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D SE 2.0 Diesel Auto	-	4	32025	14732	8-A	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D Prestige 2.0 Diesel	-	4	30775	14157	6-M	22	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D Prestige 2.0 Diesel Auto	-	4	32525	14962	8-A	22	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D Prestige 2.0 Diesel	-	4	31275	14387	6-M	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D Prestige 2.0 Diesel Auto	-	4	33025	15192	8-A	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D R-Sport 2.0 Diesel	-	4	32325	14870	6-M	24	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D R-Sport 2.0 Diesel Auto	-	4	34075	15675	8-A	24	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D R-Sport 2.0 Diesel	-	4	33025	15192	6-M	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D R-Sport 2.0 Diesel Auto	-	4	34775	15997	8-A	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D Portfolio 2.0 Diesel	-	4	32975	15169	6-M	24	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D Portfolio 2.0 Diesel Auto	-	4	34725	15974	8-A	24	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D Portfolio 2.0 Diesel	344	4	33675	15491	6-M	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D Portfolio 2.0 Diesel Auto	340	4	35425	16296	8-A	27	140	7.8	67.3	111	1999	177/4000	-	317/1750	-	1565	1800

New XF
Rating ★★★★½
Finely honed replacement for the car that catapulted Jaguar into the modern era. As stunning to drive as before.

D Prestige 2.0 Diesel	-	4	32300	16796	6-M	25	132	8.7	70.6	104	1999	161/4000	-	280/1750	-	1545	1600
D Prestige 2.0 Diesel Auto	-	4	34050	17706	8-A	25	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600

POWER

ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTRIC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Prestige 2.0 Diesel	-	4	32800	17056	6-M	27	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	Prestige 2.0 Diesel Auto	-	4	34550	17966	8-A	27	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	R-Sport 2.0 Diesel	-	4	34200	17784	6-M	25	132	8.7	70.6	104	1999	161/4000	-	280/1750	-	1545	1600
D	R-Sport 2.0 Diesel Auto	-	4	35950	18694	8-A	25	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	R-Sport 2.0 Diesel	-	4	35100	18252	6-M	27	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	R-Sport 2.0 Diesel Auto	-	4	36850	19162	8-A	27	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	Portfolio 2.0 Diesel	-	4	36400	18928	6-M	25	132	8.7	70.6	104	1999	161/4000	-	280/1750	-	1545	1600
D	Portfolio 2.0 Diesel Auto	-	4	38150	19838	8-A	25	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	Portfolio 2.0 Diesel	-	4	37300	19396	6-M	27	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	Portfolio 2.0 Diesel Auto	-	4	39050	20306	8-A	27	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	S 3.0 Diesel Auto	-	4	49945	25971	8-A	42	155	6.2	51.4	144	2993	296/4000	-	516/2000	-	1750	2000

F-Pace

Rating COMING SOON

A new breed of Jaguar to outpace key German rivals. It'll probably steal sales from sister firm Land Rover, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Prestige 2.0 Diesel	-	5	34170	tba	6-M	tba	130	8.9	57.7	129	1999	177/4000	-	317/1750	-	1665	2000
D	Prestige 2.0 Diesel AWD	-	5	36110	tba	6-M	tba	129	8.7	54.3	134	1999	177/4000	-	317/1750	-	1767	2000
D	Prestige 2.0 Diesel AWD Auto	-	5	37860	tba	8-A	tba	129	8.7	53.3	139	1999	177/4000	-	317/1750	-	1775	2400
D	R-Sport 2.0 Diesel	-	5	36670	tba	6-M	tba	130	8.9	57.7	129	1999	177/4000	-	317/1750	-	1665	2000
D	R-Sport 2.0 Diesel AWD	-	5	38610	tba	6-M	tba	129	8.7	54.3	134	1999	177/4000	-	317/1750	-	1767	2000
D	R-Sport 2.0 Diesel AWD Auto	-	5	40360	tba	8-A	tba	129	8.7	53.3	139	1999	177/4000	-	317/1750	-	1775	2400
D	Portfolio 2.0 Diesel	-	5	39170	tba	6-M	tba	130	8.9	57.7	129	1999	177/4000	-	317/1750	-	1665	2000
D	Portfolio 2.0 Diesel AWD	-	5	41110	tba	6-M	tba	129	8.7	54.3	134	1999	177/4000	-	317/1750	-	1767	2000
D	Portfolio 2.0 Diesel AWD Auto	-	5	42860	tba	8-A	tba	129	8.7	53.3	139	1999	177/4000	-	317/1750	-	1775	2400
D	S 3.0 Diesel AWD Auto	-	5	51450	tba	8-A	tba	150	6.2	47.1	159	2993	296/4000	-	516/2000	-	1884	2400
D	First Edition 3.0 Diesel AWD Auto	-	5	65275	tba	8-A	tba	150	6.2	47.1	159	2993	296/4000	-	516/2000	-	1884	2400

New XJ

Rating COMING SOON

The largest cat is graceful, refined and has an exquisitely finished cabin. Has real on-road presence, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Luxury 3.0 Diesel Auto	-	4	58690	23476	8-A	50	155	6.2	49.6	149	2993	296/4000	-	516/2000	-	1835	0
D	Premium Luxury 3.0 Diesel Auto	-	4	62690	25076	8-A	50	155	6.2	49.6	149	2993	296/4000	-	516/2000	-	1835	0
D	Portfolio 3.0 Diesel Auto	-	4	69725	27890	8-A	50	155	6.2	47.9	155	2993	296/4000	-	516/2000	-	1835	0
D	R-Sport 3.0 Diesel Auto	-	4	71625	28650	8-A	50	155	6.2	47.9	155	2993	296/4000	-	516/2000	-	1835	0
D	L Luxury 3.0 Diesel Auto	-	4	61690	24676	8-A	50	155	6.4	49.6	149	2993	296/4000	-	516/2000	-	1860	0
D	L Premium Luxury 3.0 Diesel Auto	-	4	65690	26276	8-A	50	155	6.4	49.6	149	2993	296/4000	-	516/2000	-	1860	0
D	L Portfolio 3.0 Diesel Auto	-	4	72725	29090	8-A	50	155	6.4	47.9	155	2993	296/4000	-	516/2000	-	1860	0
D	L Autobiography 3.0 Diesel Auto	-	4	80250	32100	8-A	50	155	6.4	47.9	155	2993	296/4000	-	516/2000	-	1860	0

DID YOU KNOW

The average car is assembled using around 30,000 different parts, including screws, bolts and washers.



JEEP

UK dealers: 72 **Warranty:** 3 years/60,000miles
Servicing: 15,000miles (Cherokee/Grand Cherokee 12,500miles)

Renegade

Rating ★★★½

Best Jeep yet shares its underpinnings with Fiat 500X. Mature road manners, lots of space and keen pricing.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 MultiJet II Sport 2WD	-	5	18995	7598	6-M	13	111	10.2	64.2	115	1598	118/3750	-	236/1750	-	1404	1000
D	1.6 MultiJet II Longitude 2WD	-	5	20895	8358	6-M	13	111	10.2	64.2	115	1598	118/3750	-	236/1750	-	1404	1000
D	2.0 MultiJet II Longitude 4WD	-	5	23395	9358	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500
D	1.6 MultiJet II Limited 2WD	-	5	23495	9398	6-M	12	111	10.2	64.2	115	1598	118/3750	-	236/1750	-	1404	1000
D	2.0 MultiJet II Limited 4WD	-	5	25995	10398	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500
D	2.0 MultiJet II Limited 4WD Auto	-	5	27795	11118	9-A	14	113	10.2	48.7	154	1956	138/3750	-	258/1750	-	1548	1500
D	2.0 MultiJet II Trailhawk 4WD Auto	-	5	28595	11438	9-A	15	122	8.9	48.7	155	1956	168/3750	-	258/1750	-	1548	1500

Cherokee

Rating ★★★½

Bolder styling may not appeal to all tastes, but at least it's more competent than its predecessors. More frugal, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 Longitude 2WD	-	5	26095	10438	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude 4WD	-	5	28095	11238	6-M	26	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.2 Longitude 4WD Auto	-	5	30845	12338	9-A	35	127	8.8	49.6	150	2184	182/3500	-	325/2500	-	1878	2495
D	2.0 Longitude Plus 2WD	-	5	28295	11318	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude Plus 4WD	-	5	30295	12118	6-M	27	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.2 Longitude Plus 4WD Auto	-	5	33045	13218	9-A	35	127	8.8	49.6	150	2184	182/3500	-	325/2500	-	1878	2495
D	2.0 Limited 2WD	-	5	31795	12718	6-M	27	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Limited 4WD	329	5	33795	13518	6-M	28	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.2 Limited 4WD (Active Drive I)	-	5	36795	14718	9-A	36	127	8.5	49.6	150	2184	197/3500	-	325/2500	-	1878	2495
D	2.2 LImited 4WD (Active Drive II)	-	5	37995	15198	9-A	37	126	8.7	46.3	160	2184	197/3500	-	325/2500	-	1910	2495

Grand Cherokee

Rating ★★★

As classy as a Harvard-educated cowboy. It's refined enough, and also ready to take to the rough stuff.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 CRD V6 Laredo Auto	-	5	38895	17892	8-A	36	119	10.2	37.7	198	2987	188/4000	-	325/1600	-	2328	3500
D	3.0 CRD V6 Limited Auto	-	5	41495	19088	8-A	40	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Limited Plus Auto	-	5	44495	20468	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Overland Auto	-	5	48195	22170	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Summit Auto	-	5	51995	23918	8-A	43	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500

Wrangler

Rating ★★½

On-road manners are improved, but this is still a rock-climbing tool. It may lack creature comforts, but it's pure fun.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.8 CRD Sahara Auto	-	2	30225	16926	5-A	24	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Overland Auto	-	2	32375	18130	5-A	25	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD X Edition Auto	-	2	33480	18749	5-A	31	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Sahara Auto	303	4	31895	17223	5-A	24	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD Overland Auto	-	4	34045	18384	5-A	25	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD X Edition Auto	-	4	35150	18981	5-A	31	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD Black Edition Auto	-	4	37225	20102	5-A	31	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000

KIA

UK dealers: 188 (Soul EV – 19) **Warranty:** 7 years/100,000miles
Servicing: 20,000miles (Soul EV 10,000miles)

Rio

Rating ★★★½

Utterly sensible supermini that's great value, roomy, decent to pilot, and has frugal, zingy engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3 1.4 CRDi	-	3	15545	6840	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	1 1.1 CRDi	339	5	12245	5143	6-M	2	99	16.1	85.6	86	1120	74/4000	-	133/1750	-	1225	800
D	1 Air 1.1 CRDi	-	5	13045	5479	6-M	1	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	SR7 1.1 CRDi	-	5	13745	5773	6-M	2	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	2 1.1 CRDi	-	5	14145	6224	6-M	2	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	2 1.4 CRDi	-	5	14745	6488	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	3 1.4 CRDi	-	5	16145	7104	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	4 1.4 CRDi	-	5	17445	7676	6-M	7	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100

Venga

Rating ★★★½

Nicely kitted out, spacious with great versatility. Pricier now that base diesels have been deleted, but still a good buy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SR7 1.4 CRDi	336	5	14895	5660	6-M	10	104	13.7	64.2	115	1396	89/4000	-	177/1500	-	1345	1300
D	2 1.4 CRDi	-	5	15195	5774	6-M	10	104	13.7	64.2	115	1396	89/4000	-	177/1500	-	1345	1300
D	3 1.6 CRDi	-	5	17475	7340	6-M	14	113	11.0	64.2	115	1582	114/4000	-	192/1500	-	1356	1300
D	4 1.6 CRDi	-	5	18570	7799	6-M	15	113	11.0	64.2	115	1582	114/4000	-	192/1500	-	1356	1300

Soul

LONG TERM TEST

Rating ★★★★

Significant uplift in quality and more impressive driving manners, thanks to now being based on the cee'd.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Connect 1.6 CRDi	-	5	16600	6308	6-M	tba	tba	tba	tba	128	1582	134/tba	-	tba	-	tba	tba
D	Connect 1.6 CRDi Auto	-	5	18100	6516	7-A	tba	tba	tba	tba	135	1582	134/tba	-	tba	-	tba	tba
D	Connect Plus 1.6 CRDi	-	5	17700	6726	6-M	tba	tba	tba	tba	128	1582	134/tba	-	tba	-	tba	tba
D	Connect Plus 1.6 CRDi Auto	-	5	19200	6912	7-A	tba	tba	tba	tba	135	1582	134/tba	-	tba	-	tba	tba
D	Mixx 1.6 CRDi	-	5	19950	7581	6-M	tba	tba	tba	tba	128	1582	134/tba	-	tba	-	tba	tba
D	Mixx 1.6 CRDi Auto	-	5	21450	7722	7-A	tba	tba	tba	tba	135	1582	134/tba	-	tba	-	tba	tba
D	Maxx 1.6 CRDi	-	5	21750	8265	6-M	tba	tba	tba	tba	128	1582	134/tba	-	tba	-	tba	tba
D	Maxx 1.6 CRDi Auto	-	5	23250	8370	7-A	tba	tba	tba	tba	135	1582	134/tba	-	tba	-	tba	tba
E	EV	332	5	24995	tba	1-A	19	90	10.8	(132)	0	-	-	109	-	210	1565	0

New cee'd

Rating ★★★★½

Forget the name, the cee'd is one of the most competent and best value medium cars on sale, and just improved, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.4 CRDi	-	5	16195	7126	6-M	8	107	13.0	67.3	109	1396	89/4000	-	177/1500	-	1357	1500
D	1 1.6 CRDi	-	5	16795	7390	6-M	11	117	9.5	78.5	94	1582	134/4000	-	207/1500	-	1364	1500
D	SR7 1.4 CRDi	-	5	17040	7498	6-M	9	107	13.0	67.3	109	1396	89/4000	-	177/1500	-	1357	1500
D	2 1.6 CRDi	-	5	18895	8314	6-M	13	117	9.5	74.3	99	1582	134/4000	-	207/1500	-	1364	1500
D	2 1.6 CRDi Auto	-	5	20330	8945	7-A	13	124	10.2	67.3	109	1582	134/4000	-	221/1750	-	1391	1500
D	3 1.6 CRDi	-	5	20695	9106	6-M	13	117	9.5	74.3	99	1582	134/4000	-	207/1500	-	1364	1500
D	3 1.6 CRDi Auto	-	5	22130	9737	7-A	13	124	10.2	67.3	109	1582	134/4000	-	221/1750	-	1391	1500
D	4 1.6 CRDi	-	5	22295	9810	6-M	14	122	9.8	72.4	102	1582	134/4000	-	207/1500	-	1364	1500
D	4 1.6 CRDi Auto	-	5	23730	10441	7-A	14	124	10.2	67.3	109	1582	134/4000	-	221/1750	-	1391	1500
D	4 Tech 1.6 CRDi	-	5	24295	10690	6-M	16	122	9.8	72.4	102	1582	134/4000	-	207/1500	-	1364	1500
D	GT-Line 1.6 CRDi	-	5	20795	9150	6-M	14	122	9.8	72.4	102	1582	134/4000	-	207/1500	-	1364	1500
D	GT-Line 1.6 CRDi Auto	-	5	22230	9781	7-A	14	124	10.2	67.3	109	1582	134/4000	-	221/1750	-	1391	1500
D	Sportswagon 1 1.4 CRDi	-	5	17395	7306	6-M	8	107	13.4	67.3	109	1396	89/4000	-	177/1500	-	1382	1500
D	Sportswagon 2 1.6 CRDi	-	5	19895	8356	6-M	13	121	10.1	72.4	102	1582	134/4000	-	207/1500	-	1389	1500
D	Sportswagon 2 1.6 CRDi Auto	-	5	21330	8959	7-A	13	122	10.5	67.3	109	1582	134/4000	-	221/1750	-	1416	1500
D	Sportswagon 3 1.6 CRDi	-	5	21695	9112	6-M	13	121	10.1	72.4	102	1582	134/4000	-	207/1500	-	1389	1500
D	Sportswagon 3 1.6 CRDi Auto	-	5	23130	9715	7-A	13	122	10.5	67.3	109	1582	134/4000	-	221/1750	-	1416	1500
D	Sportswagon 4 1.6 CRDi	-	5	23495	9868	6-M	14	121	10.1	72.4	102	1582	134/4000	-	207/1500	-	1389	1500
D	Sportswagon 4 Tech 1.6 CRDi	-	5	25495	10708	6-M	16	121	10.1	72.4	102	1582	134/4000	-	207/1500	-	1389	1500
D	Sportswagon GT-Line 1.6 CRDi	-	5	21795	9154	6-M	14	121	10.1	72.4	102	1582	134/4000	-	207/1500	-	1389	1500
D	Sportswagon GT-Line 1.6 CRDi Auto	-	5	23230	9757	7-A	14	122	10.5	67.3	109	1582	134/4000	-	221/1750	-	1416	1500

New pro_cee'd

Rating ★★★★

A rare three-door in the medium sector these days. Good value, great to drive and that fantastic warranty.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2 1.6 CRDi	-	3	18395	6990	6-M	13	117	9.5	74.3	99	1582	134/4000	-	207/1500	-	1356	1500
D	2 1.6 CRDi Auto	-	3	19830	7535	7-A	13	124	10.2	67.3	109	1582	134/4000	-	221/1750	-	1383	1500
D	GT-Line 1.6 CRDi	-	3	20295	7712	6-M	14	122	9.8	72.4	102	1582	134/4000	-	207/1500	-	1356	1500
D	GT-Line 1.6 CRDi Auto	-	3	21730	8257	7-A	14	124	10.2	67.3	109	1582	134/4000	-	221/1750	-	1383	1500

Optima

Rating ★★★½

Looks great, performs alright and is a comfortable place to hang out. It's well priced to lure Mondeo man, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi	-	4	19995	8398	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi	-	4	22895	9616	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi Auto	-	4	24450	10269	6-A	17	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300
D	3 1.7 CRDi	333	4	25795	10834	6-M	20	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	3 1.7 CRDi Auto	-	4	27350	11487	6-A	20	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300

Carens

Rating ★★★★

Like night and day compared to previous car. Good to drive, well equipped and keenly priced. What's not to love?

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SR7 1.7 CRDi	-	5	20690	8276	6-M	12	112	12.6	tba	117	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi	-	5	20995	8398	6-M	12	112	12.6	tba	117	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi Auto	-	5	22400	8960	6-A	16	tba	tba	tba	127	1685	tba	-	tba	-	tba	tba
D	3 1.7 CRDi	-	5	24300	9720	6-M	16	tba	tba	tba	118	1685	tba	-	tba	-	tba	tba
D	3 1.7 CRDi Auto	-	5	25800	10320	6-A	16	tba	tba	tba	127	1685	tba	-	tba	-	tba	tba
D	4 1.7 CRDi	-	5	25650	10260	6-M	17	tba	tba	tba	118	1685	tba	-	tba	-	tba	tba
D	4 1.7 CRDi Auto	-	5	27055	10822	6-A	17	tba	tba	tba	127	1685	tba	-	tba	-	tba	tba

Sportage

Rating ★★★★

The thinking driver's Evoque? Sportage delivers on looks and performance. All for sensible money.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi 2WD	-	5	19100	10696	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-1 2.0 CRDi AWD	-	5	21500	12470	6-M	17	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	2 1.7 CRDi 2WD	-	5	21200	11872	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-2 2.0 CRDi AWD	-	5	23600	13688	6-M	17	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	KX-2 2.0 CRDi AWD Auto	-	5	24910	14448	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676	1600
D	Axis Edition 1.7 CRDi 2WD	-	5	22395	12541	6-M	12	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	3 1.7 CRDi 2WD	-	5	23085	12928	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 2.0 CRDi AWD	-	5	25500	14790	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 2.0 CRDi AWD Auto	-	5	26810	15550	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	3 Sat Nav 1.7 CRDi 2WD	323	5	23885	13376	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 Sat Nav 2.0 CRDi AWD	-	5	26300	15254	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 Sat Nav 2.0 CRDi AWD Auto	-	5	27610	16014	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	4 1.7 CRDi 2WD	-	5	24985	13992	6-M	14	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-4 2.0 CRDi AWD	-	5	28200	16356	6-M	22	120	9.5	46.3	158	1995	181/4000	-	283/1800	-	1600	2000
D	KX-4 2.0 CRDi AWD Auto	-	5	29510	17116	6-A	22	121	9.5	39.2	189	1995	181/4000	-	289/1800	-	1676	1600

Sorento

LONG TERM TEST

Rating ★★★★

Sorento shifts upmarket with better refinement, extra gadgets and a higher list price. Drives nicely, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	KX-1 2.2 CRDi	-	5	28795	13822	6-M	24	124	9.0	49.6	149	2199	197/3800	-	325/1750	-	1932	2500
D	KX-2 2.2 CRDi	-	5	31995	15358	6-M	25	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932	2500
D	KX-2 2.2 CRDi Auto	-	5	33750	16200	6-A	25	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000
D	KX-3 2.2 CRDi	-	5	35845	17206	6-M	26	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932	2500
D	KX-3 2.2 CRDi Auto	-	5	37600	18048	6-A	26	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000
D	KX-4 2.2 CRDi Auto	341	5	41000	19680	6-A	28	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000

LAND ROVER

UK dealers: 117 **Warranty:** 3 years/Unlimited mileage
Servicing: 16,000miles (Defender 12,000miles)Discovery Sport & Evoque (21,000miles)

Defender

Rating ★★★

Ready for a museum podium as maker prepares its replacement. Iconic go-anywhere hardware.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	90 Station Wagon	-	3	25265	13643	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 County Station Wagon	-	3	27305	14745	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 XS Station Wagon	297	3	30505	16473	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 Heritage Station Wagon	340	3	30900	16686	6-M	13	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 Landmark Station Wagon	-	3	34995	18897	6-M	14	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 Adventure Station Wagon	-	3	43495	23487	6-M	16	90	15.8	27.7	269	2198	148/3500	-	295/2000	-	1902	3500
D	90 Autobiography Station Wagon	-	3	61845	33396	6-M	19	90	15.8	27.7	269	2198	148/3500	-	295/2000	-	1902	3500
D	110 Station Wagon	-	5	27620	14915	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 County Station Wagon	-	5	29550	15957	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 XS Station Wagon	-	5	33405	18039	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 Heritage Station Wagon	-	5	34200	18468	6-M	15	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 Landmark Station Wagon	-	5	37995	20517	6-M	16	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 Adventure Station Wagon	-	5	43495	23487	6-M	17	90	15.8	25.5	295	2198	148/3500	-	295/2000	-	2125	3500

Discovery Sport

Rating ★★★★½

The new name for the Freelander. Pushed upmarket, and more versatile, and it's pretty good to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TD4 SE	-	5	30695	16575	6-M	24	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000

Discovery Sport (continued)

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
2.0 TD4 SE Tech	D	-	5	32195	17385	6-M	25	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
2.0 TD4 HSE	D	-	5	35395	19113	6-M	26	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
2.0 TD4 SE	D	-	5	32395	17493	6-M	27	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2000
2.0 TD4 SE Auto	D	-	5	34200	18468	9-A	27	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
2.0 TD4 SE Tech	D	-	5	33895	18303	6-M	28	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2000
2.0 TD4 SE Tech Auto	D	-	5	35700	19278	9-A	28	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
2.0 TD4 HSE	D	-	5	37595	20301	6-M	29	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2000
2.0 TD4 HSE Auto	D	-	5	39400	21276	9-A	29	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
2.0 TD4 HSE Black Auto	D	-	5	41250	22275	9-A	30	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
2.0 TD4 HSE Luxury	D	-	5	41195	22245	6-M	30	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2000
2.0 TD4 HSE Luxury Auto	D	-	5	43000	23220	9-A	30	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
2.0 TD4 HSE Dynamic Lux Auto	D	-	5	46000	24840	9-A	31	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200

Discovery
Rating ★★★★☆

One of, if not, the classiest and capable ways of carrying seven people in comfort both on and off-road.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
3.0 SDV6 SE	D	-	5	41600	25792	8-A	41	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
3.0 SDV6 SE Tech	D	-	5	47500	29450	8-A	43	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
3.0 SDV6 HSE	D	-	5	54500	33790	8-A	41	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
3.0 SDV6 HSE Luxury	D	340	5	59970	37181	8-A	42	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500

New Range Rover Evoque
Rating ★★★★½

Most desirable and classiest compact SUV about, boasting a superb driving experience and great quality.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
2.0 eD4 SE 2WD	D	-	5	30200	18120	6-M	28	113	10.6	65.7	113	1999	148/4000	-	280/1750	-	1551	1500
2.0 TD4 SE	D	-	5	32800	20336	6-M	33	124	9.5	58.9	125	1999	177/4000	-	317/1750	-	1679	1800
2.0 TD4 SE Auto	D	-	5	34600	21452	9-A	33	121	8.5	55.4	134	1999	177/4000	-	317/1750	-	1690	2000
2.0 eD4 SE Tech 2WD	D	343	5	32200	19320	6-M	30	113	10.6	65.7	113	1999	148/4000	-	280/1750	-	1551	1500
2.0 TD4 SE Tech	D	-	5	34800	21576	6-M	34	124	9.5	58.9	125	1999	177/4000	-	317/1750	-	1679	1800
2.0 TD4 SE Tech Auto	D	-	5	36600	22692	9-A	34	121	8.5	55.4	134	1999	177/4000	-	317/1750	-	1690	2000
2.0 TD4 HSE Dynamic	D	-	5	40500	25110	6-M	36	124	9.5	58.9	125	1999	177/4000	-	317/1750	-	1679	1800
2.0 TD4 HSE Dynamic Auto	D	-	5	42300	26226	9-A	36	121	8.5	55.4	134	1999	177/4000	-	317/1750	-	1690	2000
2.0 TD4 HSE Dynamic Lux	D	-	5	46000	28520	6-M	37	124	9.5	58.9	125	1999	177/4000	-	317/1750	-	1679	1800
2.0 TD4 HSE Dynamic Lux Auto	D	-	5	47800	29636	9-A	37	121	8.5	55.4	134	1999	177/4000	-	317/1750	-	1690	2000
2.0 TD4 HSE Autobiography Auto	D	-	5	51800	32116	9-A	38	121	8.5	55.4	134	1999	177/4000	-	317/1750	-	1690	2000
Coupé 2.0 eD4 SE Tech 2WD	D	-	3	32200	18032	6-M	32	113	10.6	67.3	109	1999	148/4000	-	280/1750	-	1551	1500
Coupé 2.0 TD4 SE Tech Auto	D	-	3	36600	20496	9-A	34	121	8.5	57.7	129	1999	177/4000	-	317/1750	-	1690	2000
Coupé 2.0 TD4 HSE Dynamic Auto	D	-	3	42300	23688	9-A	36	121	8.5	57.7	129	1999	177/4000	-	317/1750	-	1690	2000
Coupé 2.0 TD4 HSE Dynamic Lux Auto	D	-	3	47800	26768	9-A	37	121	8.5	57.7	129	1999	177/4000	-	317/1750	-	1690	2000
Coupé 2.0 TD4 HSE Autobiography Auto	D	-	3	51800	29008	9-A	38	121	8.5	57.7	129	1999	177/4000	-	317/1750	-	1690	2000

Range Rover Sport
Rating ★★★★½

Earns its Sport name much more this time around. Based on the full-fat Range Rover, but with a sportier twist.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
3.0 SDV6 HSE	D	-	5	61950	32214	8-A	43	130	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
3.0 SDV6 HSE Dynamic	D	317	5	67150	34918	8-A	43	140	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
3.0 SDV6 Autobiography Dynamic	D	-	5	77850	40482	8-A	45	140	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
3.0 SDV6 Hybrid Autobiography Dynamic	DE	-	5	84350	43862	8-A	47	140	6.4	45.6	164	2993	288/4000	47	443/2000	125	2428	3000
4.4 SDV8 Autobiography Dynamic	D	-	5	84350	40488	8-A	47	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2434	3500

Range Rover
Rating ★★★★½

The ultimate expression in off- and on-road luxury. Exquisitely finished and more economical than ever before.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
3.0 TDV6 Vogue Auto	D	-	5	74950	32978	8-A	45	130	7.4	40.9	182	2993	255/3500	-	443/2000	-	2215	3500
3.0 TDV6 Vogue SE Auto	D	312	5	81850	36014	8-A	46	130	7.4	40.9	182	2993	255/3500	-	443/2000	-	2215	3500
3.0 TDV6 Autobiography Auto	D	-	5	91550	40282	8-A	47	130	7.4	40.9	182	2993	255/3500	-	443/2000	-	2215	3500
3.0 SDV6 Hybrid Autobiography Auto	DE	329	5	102450	45078	8-A	50	135	6.5	45.6	164	2993	302/4000	47	516/1500	125	2466	3000
4.4 SDV8 Vogue Auto	D	-	5	81950	36058	8-A	48	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
4.4 SDV8 Vogue SE Auto	D	320	5	88850	39094	8-A	48	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
4.4 SDV8 Autobiography Auto	D	-	5	98550	43362	8-A	49	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
LWB 3.0 SDV6 Hybrid Autobiography Auto	DE	-	5	110150	48466	8-A	50	135	6.5	45.6	164	2993	302/4000	47	516/1500	125	2539	3000
LWB 3.0 SDV6 Hybrid SVAutobiography Auto	DE	-	5	159600	70224	8-A	50	135	6.5	45.6	164	2993	302/4000	47	516/1500	125	2539	3000
LWB 4.4 SDV8 Autobiography Auto	D	323	5	106250	46750	8-A	50	135	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560	3500
LWB 4.4 SDV8 SVAutobiography Auto	D	-	5	156000	68640	8-A	50	135	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560	3500

CHART TOPPERS
BEST-SELLING LUXURY DIESEL SUVS IN 2014

1. Range Rover Sport 10,215
2. BMW X5 6,643
3. Range Rover 6,150
4. Mercedes-Benz M-Class 4,641
5. Audi Q7 3,798



LEXUS
UK dealers: 50 **Warranty:** 3 years/60,000miles **Servicing:** 10,000miles

CT
Rating ★★★½☆

It's a Prius in a fancy frock. Excellent emissions and build, but so-so performance and dynamics remain.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
CT 200h S	PE	-	5	21245	9348	CVT	19	112	10.3	78.5	82	1798	98/5200	80	105/2800	153	1370	0
CT 200h SE	PE	-	5	22745	10008	CVT	19	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
CT 200h Advance	PE	325	5	24245	10668	CVT	19	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
CT 200h Luxury	PE	-	5	24745	10888	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
CT 200h Sport	PE	-	5	25495	11218	CVT	tba	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
CT 200h F-Sport	PE	-	5	26995	11878	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
CT 200h Premier	PE	-	5	29745	13088	CVT	21	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0

IS
Rating ★★★½☆

Sharp looking compact exec to go up against the BMW 3 Series. No diesel, just hybrid power this time around.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
IS 300h SE	PE	-	4	28995	13338	CVT	31	125	8.4	67.3	97	2494	178/6000	141	163/4200	221	1620	0
IS 300h Executive Edition	PE	-	4	29995	13798	CVT	32	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
IS 300h Luxury	PE	-	4	30995	14258	CVT	32	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
IS 300h Advance	PE	-	4	31495	14488	CVT	tba	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
IS 300h Sport	PE	-	4	29995	13798	CVT	tba	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
IS 300h F Sport	PE	-	4	32495	14948	CVT	32	125	8.4	61.4	107	2494	178/6000	141	163/4200	221	1620	750
IS 300h Premier	PE	316	4	36750	16905	CVT	33	125	8.4	61.4	107	2494	178/6000	141	163/4200	221	1620	750

NX
Rating ★★★★☆

Strikingly styled SUV with hybrid power, and based upon the Toyota RAV4. Dynamically, it's the best Lexus yet.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
NX 300h S	PE	-	5	29495	14158	CVT	29	112	9.2	56.5	116	2494	153/5700	141	155/4200	199	1715	0
NX 300h SE	PE	-	5	31495	15118	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
NX 300 Luxury	PE	-	5	34495	16558	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
NX 300h F Sport	PE	333	5	36995	17758	CVT	32	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
NX 300h Premier	PE	-	5	42995	20638	CVT	33	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500

GS
Rating ★★★☆☆

Still slipstreaming BMW 5 Series for dynamic ability, but the GS is slicker and more refined than before.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
GS 300h SE	PE	-	4	31495	14488	CVT	31	119	9.2	60.1	109	2494	178/6000	141	163/4200	221	1730	0
GS 300h Luxury	PE	-	4	37495	17248	CVT	32	119	9.2	57.6	113	2494	178/6000	141	163/4200	221	1735	500
GS 300h F Sport	PE	321	4	41745	19203	CVT	33	119	9.2	56.5	115	2494	178/6000	141	163/4200	221	1735	500
GS 300h Premier	PE	-	4	43745	20123	CVT	33	119	9.2	57.6	113	2494	178/6000	141	163/4200	221	1735	500
GS 450h Luxury	PE	-	4	45495	20928	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500
GS 450h F Sport	PE	302	4	51495	23688	CVT	42	156	5.9	45.6	145	3456	288/6000	197	260/4500	203	1825	1500
GS 450h Premier	PE	-	4	51495	23688	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500

New RX
Rating COMING SOON

Even greener than before, with the latest Lexus styling cues. We've not had a chance to try it yet, but will report shortly.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
RX 450h SE	PE	-	5	46995	22558	CVT	tba	tba	tba	54.3	120	tba	tba	tba	tba	tba	tba	tba
RX 450h Luxury	PE	-	5	49995	23998	CVT	tba	tba	tba	51.4	127	tba	tba	tba	tba	tba	tba	tba
RX 450h F Sport	PE	-	5	52995	25438	CVT	tba	tba	tba	51.4	127	tba	tba	tba	tba	tba	tba	tba
RX 450h Premier	PE	-	5	57995	27838	CVT	tba	tba	tba	51.4	127	tba	tba	tba	tba	tba	tba	tba

RC
Rating COMING SOON

Sharp-looking coupé uniquely paired to a petrol-electric hybrid drivetrain. We've yet to drive it, but will do soon.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
RC 300h Luxury	PE	-	2	34995	16098	CVT	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba
RC 300h F Sport	PE	-	2	37495	17248	CVT	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba
RC 300h Premier	PE	-	2	40495	18628	CVT	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba	tba

LS
Rating ★★★☆☆

Hybrid power brings down running costs a little. Filled to the brim with gadgets, but isn't exactly cheap.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
LS 600h L Premier	PE	313	4	99995	49998	CVT	50	155	6.3	32.8	199	4969	389/6400	221	384/4000	221	2370	0

MASERATI
UK dealers: 18 **Warranty:** 3 years/62,500miles **Servicing:** 12,500miles

Ghibli
Rating ★★★★☆

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Diesel	D	325	4	49160	27530	8-A	tba	155	6.3	47.9	158	2987	271/4000	-	443/2000	-	1835	0

Quattroporte
Rating ★★★★☆

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Diesel	D	331	4	69560	38954	8-A	tba	155	6.4	45.6	163	2987	271/4000	-	487/2000	-	1885	0

MAZDA
UK dealers: 137 **Warranty:** 3 years/60,000miles **Servicing:** 12,500miles

New 2
Rating ★★★★☆

Mazda's smallest car returns to the diesel fold with an engaging driving experience and economical engines.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE-L Diesel	D	-	5	15995	6718	6-M	15	111	10.1	83.1	89	1499	103/4000	-	162/1400	-	1115	900
Sport Diesel	D	344	5	16995	7138	6-M	15	111	10.1	83.1	89	1499	103/4000	-	162/1400	-	1115	900

3
Rating ★★★★☆

Frugal hatch and saloon that's neatly styled and great to drive. Lots of kit for your money, too.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE Diesel	D	-	5	19645	7858	6-M	23	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
SE-L Diesel	D	-	5	21145	8458	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
SE-L Diesel Auto	D	-	5	22345	8938	6-A	24	125	9.0	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
Sport Nav Diesel	D	320	5	22545	9018	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
Sport Nav Diesel Auto	D	-	5	23745	9498	6-A	24	125	9.7	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
Fastback SE Diesel	D	-	4	19645	7858	6-M	23	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
Fastback SE-L Diesel	D	-	4	21145	8458	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
Fastback Sport Nav Diesel	D	325	4	22545	9018	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500

5
Rating ★★★½☆

Case study in how to build a stylish MPV. Drives well too, though cabin needs an upgrade.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Sport Venture Diesel	D	-	5	21895	10510	6-M	16	111	13.7	54.3	138	1560	114/3600	-	199/1750	-	1505	1200

6
Rating ★★★★½

Cracking styling ensures new 6 stands out in the company car crowd. It's good to drive, and the estate's even cooler.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE Diesel	D	-	4	22295	10256	6-M	21	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
SE-L Diesel	D	-	4	23295	10716	6-M	19	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
SE-L Diesel Auto	D	-	4	24495	11268	6-A	19	127	9.8	58.9	127	2191	148/4500	-	280/1800	-	1587	1600
Sport Nav Diesel	D	-	4	26395	12142	6-M	21	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
Sport Nav Diesel	D	-	4	26795	12326	6-M	23	139	7.9	62.8	119	2191	173/4500	-	310/2000	-	1590	1600
Sport Nav Diesel Auto	D	-	4	27995	12878	6-A	23	134	8.4	58.9	127	2191	173/4500	-	310/2000	-	1600	1600
Tourer SE Diesel	D	-	5	23095	10624	6-M	21	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1583	1600
Tourer SE-L Diesel	D	-	5	24095	11084	6-M	19	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1583	1600
Tourer SE-L Diesel Auto	D	-	5	25295	11636	6-A	19	126	10.0	57.6	129	2191	148/4500	-	280/1800	-	1604	1600
Tourer Sport Nav Diesel	D	-	5	27195	12510	6-M	21	130	9.2	64.2	116	2191	148/4500	-	280/1800	-	1583	1600
Tourer Sport Nav Diesel	D	-	5	27595	12694	6-M	23	137	8.0	61.4	121	2191	173/4500	-	310/2000	-	1602	1600
Tourer Sport Nav Diesel Auto	D	-	5	28795	13246	6-A	23	134	8.6	57.6	129	2191	173/4500	-	310/2000	-	1618	1600

CX-3
Rating ★★★★½

One of the best compact crossover vehicles on the market. It's frugal, silky smooth to drive and looks great.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
2WD SE Diesel	D	-	5	18995	11397	6-M	15	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
2WD SE-L Diesel	D	342	5	20395	12237	6-M	13	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
2WD Sport Nav Diesel	D	-	5	21895	13137	6-M	15	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
AWD Sport Nav Diesel	D	-	5	23395	14037	6-M	15	107	10.5	60.1	123	1499	103/4000	-	199/1600	-	1350	1200
AWD Sport Nav Diesel Auto	D	-	5	24695	14817	6-A	15	107	11.9	54.3	136	1499	103/4000	-	199/1600	-	1370	1200

CX-5
Rating ★★★★½

One of the best medium crossovers about, with velvety performance, particularly from the engine. Affordable to run, too.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
2WD SE-L Nav Diesel	D	-	5	24995	14997	6-M	18	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
2WD SE-L Nav Diesel Auto	D	-	5	26295	15777	6-A	18	123	10.0	53.3	139	2191	148/4500	-	280/1800	-	1624	2000
AWD SE-L Nav Diesel	D	-	5	26995	16197	6-M	17	122	9.4	54.3	136	2191	148/4500	-	280/1800	-	1688	2000
AWD SE-L Nav Diesel Auto	D	-	5	28295	16977	6-A	17	121	10.2	51.4	144	2191	148/4500	-	280/1800	-	1703	2000
2WD SE-L Nav Lux Diesel	D	-	5	26595	15957	6-M	20	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
2WD Sport Nav Diesel	D	-	5	27495	16497	6-M	19	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
AWD Sport Nav Diesel	D	343	5	29795	19069	6-M	21	129	8.8	54.3	136	2191	173/4500	-	310/2000	-	1688	2000
AWD Sport Nav Diesel Auto	D	-	5	30995	19837	6-A	21	127	9.4	51.4	144	2191	173/4500	-	310/2000	-	1703	2000

MERCEDES-BENZ
UK dealers: 125 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New A-Class
Rating ★★★½☆

Modest changes for 2015, but that's because it was close to spot-on already. Popular, and quite rightly so.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
A 180 d SE	D	-	5	22140	9299	6-M	17	118	11.3	80.7	89	1461	107/4000	-	192/1750	-	1395	1200
A 180 d SE Auto	D	-	5	23590	9908	7-A	17	118	11.3	76.4	98	1461	107/4000	-	192/1750	-	1425	1200
A 180 d Sport	D	-	5	23135	9717	6-M	17	118	11.3	72.4	102	1461	107/4000	-	192/1750	-	1395	1200
A 180 d Sport Auto	D	-	5	24585	10326	7-A	17	118	11.3	74.3	101	1461	107/4000	-	192/1750	-	1425	1200
A 180 d AMG Line	D	-	5	24430	10261	6-M	17	118	11.3	68.9	107	1461	107/4000	-	192/1750	-	1395	1200
A 180 d AMG Line Auto	D	-	5	25880	10870	7-A	17	118	11.3	74.3	101	1461	107/4000	-	192/1750	-	1425	1200
A 200 d SE	D	-	5	23215	9750	6-M	21	130	9.3	74.3	106	2143	134/3200	-	221/1400	-	1455	1500
A 200 d SE Auto	D	-	5	24665	10359	7-A	21	130	8.8	70.6	99	2143	134/3200	-	221/1400	-	1485	1500
A 200 d Sport	D	-	5	24210	10168	6-M	21	130	9.3	65.7	111	2143	134/3200	-	221/1400	-	1455	1500
A 200 d Sport Auto	D	-	5	25660	10777	7-A	21	130	8.8	70.6	103	2143	134/3200	-	221/1400	-	1485	1500
A 200 d AMG Line	D	-	5	25505	10712	6-M	21	130	9.3	62.8	116	2143	134/3200	-	221/1400	-	1455	1500
A 200 d AMG Line Auto	D	-	5	26955	11321	7-A	21	130	8.8	68.9	108	2143	134/3200	-	221/1400	-	1485	1500
A 220 d AMG Line Auto	D	-	5	28385	11922	7-A	25	139	7.5	67.4	109	2143	174/3600	-	258/1400	-	1485	1500
A 220 d Motorsport Edition Auto	D	-	5	31635	13287	7-A	27	139	7.5	67.4	109	2143	174/3600	-	258/1400	-	1545	1500
A 220 d 4MATIC AMG Line Auto	D	-	5	29885	12552	7-A	25	137	7.5	58.9	124	2143	174/3600	-	258/1400	-	1485	1500
A 220 d 4MATIC Motorsport Edition Auto	D	-	5	33135	13917	7-A	26	137	7.5	58.9	124	2143	174/3600	-	258/1400	-	1545	1500

New B-Class
Rating ★★★★☆

Merc says it's its most significantly changed model ever. We agree. It's now rather good and much more desirable.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
B 180 d SE	D	-	5	22900	10534	6-M	12	118	11.6	70.6	104	1461	107/4000	-	192/1750	-	1420	1200
B 180 d SE Auto	D	-	5	24350	11201	7-A	12	118	11.6	70.6	104	1461	107/4000	-	192/1750	-	1450	1200
B 180 d Sport	D	-	5	23895	10992	6-M	12	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1420	1200
B 180 d Sport Auto	D	-	5	25345	11659	7-A	12	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1450	1200
B 180 d AMG Line	D	-	5	25190	11587	6-M	12	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1420	1200

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	B 180 d AMG Line Auto	-	5	26640	12254	7-A	12	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1450	1200
D	B 200 d SE	-	5	23975	11029	6-M	15	130	9.4	67.3	109	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 d SE Auto	-	5	25425	11696	7-A	15	130	8.9	70.6	104	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 d Sport	-	5	24970	11486	6-M	15	130	9.4	65.7	112	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 d Sport Auto	-	5	26420	12153	7-A	15	130	8.9	68.9	106	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 d AMG Line	-	5	26265	12082	6-M	16	130	9.4	65.7	112	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 d AMG Line Auto	-	5	27715	12749	7-A	16	130	8.9	68.9	106	2143	134/3200	-	221/1400	-	1505	1500
D	B 220 d Sport Auto	-	5	27850	12811	7-A	20	139	8.3	67.3	108	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 d AMG Line Auto	-	5	29145	13407	7-A	20	139	8.3	67.3	108	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 d 4MATIC Sport Auto	343	5	29350	13501	7-A	19	137	7.6	56.5	130	2143	174/3600	-	258/1400	-	1575	1500
D	B 220 d 4MATIC AMG Line Auto	-	5	30645	14097	7-A	20	137	7.6	56.5	130	2143	174/3600	-	258/1400	-	1575	1500
E	Electric Drive Sport Auto	-	5	27275	tba	1-A	20	99.5	7.9	(124)	0	-	-	177	-	251	1725	0
E	Electric Drive Electric Art Auto	-	5	27570	tba	1-A	20	99.5	7.9	(124)	0	-	-	177	-	251	1725	0

CLA-Class
Rating ★★★½

Kicks off a totally new segment with distinctive CLS-Class looks, combined with A-Class underpinnings.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	CLA 200 d Sport	-	4	27200	14144	6-M	26	137	9.5	67.3	109	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 d Sport Auto	-	4	28650	14898	7-A	26	137	9.0	70.6	105	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 200 d AMG Sport	-	4	29400	15288	6-M	27	137	9.5	67.3	109	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 d AMG Sport Auto	-	4	30850	16042	7-A	27	137	9.0	70.6	105	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 220 d Sport Auto	-	4	30080	15040	7-A	29	144	7.7	67.3	109	2143	174/3600	-	258/1400	-	1525	1500
D	CLA 220 d AMG Sport Auto	315	4	32280	16140	7-A	31	144	7.7	67.3	109	2143	174/3600	-	258/1400	-	1525	1500
D	CLA 220 d OrangeArt Auto	-	4	34280	17140	7-A	31	144	7.7	67.3	109	2143	174/3600	-	258/1400	-	1525	1500
D	CLA 220 d 4MATIC Sport Auto	-	4	31580	15790	7-A	30	143	7.7	58.9	123	2143	174/3600	-	258/1400	-	1580	1500
D	CLA 220 d 4MATIC AMG Sport Auto	-	4	33780	16890	7-A	31	143	7.7	58.9	123	2143	174/3600	-	258/1400	-	1580	1500
D	CLA 220 d 4MATIC OrangeArt Auto	-	4	35780	17890	7-A	31	143	7.7	58.9	123	2143	174/3600	-	258/1400	-	1580	1500
D	CLA 200 d Sport Shooting Brake	-	5	28050	14586	6-M	26	134	9.7	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
D	CLA 200 d Sport Shooting Brake Auto	341	5	29500	15340	7-A	26	134	9.2	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
D	CLA 200 d AMG Sport Shooting Brake	-	5	30250	15730	6-M	27	134	9.7	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
D	CLA 200 d AMG Sport Shooting Brake Auto	-	5	31700	16484	7-A	27	134	9.2	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
D	CLA 220 d Sport Shooting Brake Auto	-	5	30930	15465	7-A	29	142	7.8	67.3	108	2143	174/3600	-	258/1400	-	1555	1500
D	CLA 220 d AMG Sport Shooting Brake Auto	-	5	33130	16565	7-A	31	142	7.8	67.3	108	2143	174/3600	-	258/1400	-	1555	1500
D	CLA 220 d OrangeArt Shooting Brake Auto	-	5	35130	17565	7-A	31	142	7.8	67.3	108	2143	174/3600	-	258/1400	-	1555	1500
D	CLA 220 d 4MATIC Sport Shooting Brake Auto	-	5	32430	16215	7-A	30	140	7.8	58.9	126	2143	174/3600	-	258/1400	-	1615	1500
D	CLA 220 d 4MATIC AMG Sport Shooting Brake Auto	-	5	34630	17315	7-A	31	140	7.8	58.9	126	2143	174/3600	-	258/1400	-	1615	1500
D	CLA 220 d 4MATIC OrangeArt Shooting Brake Auto	-	5	36630	18315	7-A	31	140	7.8	58.9	126	2143	174/3600	-	258/1400	-	1615	1500

New C-Class
Rating ★★★★

Larger and more luxurious than before, with a stunning cabin, more frugal engines and better equipment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 200 d SE	-	4	29380	12927	6-M	24	135	9.7	72.4	101	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d SE Auto	-	4	30880	13587	7-A	24	134	10.2	65.7	111	1598	134/3800	-	236/1500	-	1505	1600
D	C 200 d Sport	-	4	31375	13805	6-M	25	135	9.7	72.4	101	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d Sport Auto	-	4	32875	14465	7-A	25	134	10.2	65.7	111	1598	134/3800	-	236/1500	-	1505	1600
D	C 200 d AMG Line	-	4	32870	14463	6-M	25	135	9.7	68.9	106	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d AMG Line Auto	-	4	34370	15123	7-A	25	134	10.2	62.8	116	1598	134/3800	-	236/1500	-	1505	1600
D	C 220 d SE	-	4	30175	13881	6-M	30	145	7.7	70.6	103	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d SE Auto	-	4	31675	14571	7-A	30	145	7.4	65.7	109	2143	168/3000	-	295/1400	-	1570	1800
D	C 220 d Sport	-	4	32170	14798	6-M	31	145	7.7	70.6	103	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d Sport Auto	330	4	33670	15488	7-A	31	145	7.4	65.7	109	2143	168/3000	-	295/1400	-	1570	1800
D	C 220 d AMG Line	-	4	33665	15486	6-M	31	145	7.7	67.3	108	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d AMG Line Auto	-	4	35165	16176	7-A	31	145	7.4	62.8	117	2143	168/3000	-	295/1400	-	1570	1800
D	C 250 d SE Auto	-	4	32830	15102	7-A	36	153	6.6	65.7	109	2143	201/3800	-	369/1600	-	1595	1800
D	C 250 d Sport Auto	-	4	34825	16020	7-A	37	153	6.6	65.7	109	2143	201/3800	-	369/1600	-	1595	1800
D	C 250 d AMG Line Auto	-	4	36320	16707	7-A	37	153	6.6	62.8	117	2143	201/3800	-	369/1600	-	1595	1800
DE	C 300 h SE Auto	-	4	35440	16302	7-A	36	152	6.4	78.5	94	2143	201/3800	27	369/1600	184	1715	1600
DE	C 300 h Sport Auto	334	4	37435	17220	7-A	37	152	6.4	78.5	94	2143	201/3800	27	369/1600	184	1715	1600
DE	C 300 h AMG Line Auto	-	4	38930	17908	7-A	37	152	6.4	74.3	100	2143	201/3800	27	369/1600	184	1715	1600
PE	C 350 e Sport Auto	-	4	33270	15304	7-A	38	155	5.9	134.5	48	1991	208/5500	80	258/1200	251	1780	1600
D	C 200 d SE Estate	-	5	30580	13455	6-M	24	133	10.1	65.7	109	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d SE Estate Auto	-	5	32080	14115	7-A	24	132	10.6	64.2	114	1598	134/3800	-	236/1500	-	1580	1600
D	C 200 d Sport Estate	-	5	32575	14333	6-M	25	133	10.1	65.7	111	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d Sport Estate Auto	-	5	34075	14993	7-A	25	132	10.6	64.2	114	1598	134/3800	-	236/1500	-	1580	1600
D	C 200 d AMG Line Estate	-	5	34070	14991	6-M	25	133	10.1	62.8	117	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d AMG Line Estate Auto	-	5	35570	15651	7-A	25	132	10.6	61.4	121	1598	134/3800	-	236/1500	-	1580	1600
D	C 220 d SE Estate	-	5	31375	14433	6-M	30	143	7.9	67.3	108	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d SE Estate Auto	-	5	32875	15123	7-A	30	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 d Sport Estate	-	5	33370	15350	6-M	31	143	7.9	67.3	108	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d Sport Estate Auto	332	5	34870	16040	7-A	31	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 d AMG Line Estate	-	5	34865	16038	6-M	31	143	7.9	64.2	113	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d AMG Line Estate Auto	-	5	36365	16728	7-A	31	142	7.6	62.8	119	2143	168/3000	-	295/1400	-	1615	1800
D	C 250 d SE Estate Auto	-	5	34030	15654	7-A	36	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	1800
D	C 250 d Sport Estate Auto	-	5	36025	16572	7-A	37	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	1800
D	C 250 d AMG Line Estate Auto	-	5	37520	17259	7-A	37	150	6.9	58.9	122	2143	201/3800	-	369/1600	-	1660	1800
DE	C 300 h Sport Estate Auto	-	5	38635	17772	7-A	37	148	6.7	74.3	99	2143	201/3800	27	369/1600	184	1765	1600
DE	C 300 h AMG Line Estate Auto	-	5	40130	18460	7-A	37	148	6.7	68.9	104	2143	201/3800	27	369/1600	184	1765	1600
PE	C 350 e Sport Estate Auto	-	5	34470	15856	7-A	38	153	6.2	134.5	49	1991	208/5500	80	258/1200	251	1840	1600
D	C 220 d Sport Coupé	-	2	33465	14725	6-M	tba	tba	tba	tba	tba	2143	tba	-	tba	-	tba	tba
D	C 220 d Sport Coupé Auto	-	2	34965	15385	9-A	tba	tba	tba	tba	tba	2143	tba	-	tba	-	tba	tba
D	C 220 d AMG Line Coupé	-	2	34960	15382	6-M	tba	tba	tba	tba	tba	2143	tba	-	tba	-	tba	tba
D	C 220 d AMG Line Coupé Auto	-	2	36460	16042	9-A	tba	tba	tba	tba	tba	2143	tba	-	tba	-	tba	tba
D	C 250 d Sport Coupé Auto	-	2	36120	15893	9-A	tba	tba	tba	tba	tba	2143	tba	-	tba	-	tba	tba
D	C 250 d AMG Line Coupé Auto	-	2	37615	16551	9-A	tba	tba	tba	tba	tba	2143	tba	-	tba	-	tba	tba

C-Class
Rating ★★★★

Merc injects more luxury and driving passion to its compact executive. Coupé looks pretty stylish.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 220 CDI Executive SE Coupé	-	2	31130	13697	6-M	34	144	8.4	68.9	109	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI Executive SE Coupé Auto	-	2	32630	14357	7-A	34	144	8.1	57.7	128	2143	168/3000	-	295/1400	-	1630	1800
D	C 220 CDI AMG Sport Edition Coupé	-	2	32460	14282	6-M	38	144	8.4	55.4	133	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI AMG Sport Edition Coupé Auto	-	2	33960	14942	7-A	38	144	8.1	53.3	139	2143	168/3000	-	295/1400	-	1630	1800
D	C 250 CDI AMG Sport Edition Coupé	-	2	33515	14747	6-M	41	149	7.0	52.3	143	2143	201/3800	-	369/1600	-	1655	1800
D	C 250 CDI AMG Sport Edition Coupé Auto	-	2	35000	15400	7-A	41	149	7.1	53.3	139	2143	201/3800	-	369/1600	-	1660	1800

CLS-Class
Rating ★★★★

Revised with extra body jewellery and great efficiency. The CLS kicked off the four-door coupé trend.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	CLS 220 d AMG Line Auto	-	4	46500	19530	7-A	39	138	8.5	57.7	128	2143	174/3200	-	295/1400	-	1790	0
D	CLS 350 d AMG Line Auto	-	4	50695	20278	9-A	44	155	6.5	51.4	142	2987	255/3600	-	457/1600	-	1845	0
D	CLS 220 d AMG Line Shooting Brake Auto	-	5	48080	20194	7-A	36	133	8.8	56.5	132	2143	174/3200	-	295/1400	-	1845	2100
D	CLS 350 d AMG Line Shooting Brake Auto	-	5	52145	20858	9-A	44	152	6.6	49.6	149	2987	255/3600	-	457/1600	-	1935	2100

E-Class
Rating ★★★★

Keeps getting better. Still solid as ever, but now even more sensible for running costs. Estate huge.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	E 220 BlueTEC SE Auto	-	4	34870	13948	7-A	33	141	8.4	64.2	114	2143	174/3200	-	295/1400	-	1735	2000
D	E 220 BlueTEC AMG Night Edition Auto	-	4	37565	15026	7-A	34	141	8.4	tba	121	2143	174/3200	-	295/1400	-	1735	2000
D	E 350 BlueTEC AMG Night Edition Auto	-	4	42010	18484	9-A	42	155	6.4	54.3	136	2987	255/3400	-	457/1600	-	1885	2100
D	E 220 BlueTEC SE Estate Auto	-	5	36660	16130	7-A	36	136	8.8	60.1	124	2143	174/3200	-	295/1400	-	1760	2100
D	E 220 BlueTEC AMG Night Edition Estate Auto	-	5	39355	17316	7-A	37	136	8.8	tba	130	2143	174/3200	-	295/1400	-	1760	2100
D	E 350 BlueTEC AMG Night Edition Estate Auto	-	5	43815	19279	9-A	42	155	6.6	51.4	143	2987	255/3400	-	457/1600	-	1955	2100
D	E 220 d AMG Line Edition Coupé Auto	-	2	39310	18869	7-A	35	145	8.3	58.9	128	2143	174/3200	-	295/1400	-	1735	1800
D	E 350 d AMG Line Edition Coupé Auto	-	2	42640	21320	9-A	44	155	6.2	52.3	142	2987	255/3400	-	457/1600	-	1785	0
D	E 220 d AMG Line Edition Cabriolet Auto	-	2	42810	20549	7-A	37	143	8.7	56.5	133	2143	174/3200	-	295/1400	-	1845	1800
D	E 350 d AMG Line Edition Cabriolet Auto	-	2	46010	23005	9-A	46	155	6.5	50.4	148	2987	255/3400	-	457/1600	-	1915	0

GLA-Class
Rating ★★★★

Compact crossover based on the A-Class. Decent to drive, beautifully finished, well kitted out, and keenly priced.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GLA 200 d Sport	-	5	27385	14240	6-M	20	127	9.5	67.3	110	2143	134/3200	-	221/1400	-	1505	1500
D	GLA 200 d Sport Auto	-	5	28835	14994	7-A	20	127	9.1	68.9	108	2143	134/3200	-	221/1400	-	1535	1500
D	GLA 200 d AMG Line	-	5	28385	14760	6-M	20	127	9.5	64.2	115	2143	134/3200	-	221/1400	-	1505	1500
D	GLA 200 d AMG Line Auto	327	5	29835	15514	7-A	20	127	9.1	64.2	115	2143	134/3200	-	221/1400	-	1535	1500
D	GLA 200 d 4MATIC Sport Auto	-	5	30335	15774	7-A	19	124	9.1	56.5	130	2143	134/3400	-	221/1400	-	1595	1800
D	GLA 200 d 4MATIC AMG Line Auto	-	5	31335	16294	7-A	20	124	9.1	56.5	130	2143	134/3400	-	221/1400	-	1595	1800
D	GLA 220 d 4MATIC Sport Auto	-	5	31765	16518	7-A	23	135	7.7	56.5	130	2143	174/3600	-	258/1400	-	1595	1800
D	GLA 220 d 4MATIC AMG Line Auto	-	5	32765	17038	7-A	23	135	7.7	56.5	130	2143	174/3600	-	258/1400	-	1595	1800

GLC-Class
Rating ★★★★½

Goes straight to the top of the medium SUV class thanks to a beautifully finished cabin and excellent road manners.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GLC 220 d 4MATIC SE Auto	-	5	34950	18873	9-A	32	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
D	GLC 220 d 4MATIC Sport Auto	-	5	36945	19950	9-A	34	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
D	GLC 220 d 4MATIC AMG Line Auto	-	5	38440	20758	9-A	34	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
D	GLC 250 d 4MATIC SE Auto	-	5	36105	19497	9-A	37	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500
D	GLC 250 d 4MATIC Sport Auto	-	5	38100	20574	9-A	39	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500
D	GLC 250 d 4MATIC AMG Line Auto	-	5	39595	21381	9-A	39	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500

GLE-Class
Rating ★★★★

Merc takes on the X5 and X6 with a pair of GLE models. More dynamic than before, they're superbly refined, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GLE 250 d 4MATIC Sport Auto	-	5	49280	27597	9-A	41	132	8.6	47.9	155	2143	201/3800	-	369/1600	-	2150	2900
D	GLE 250 d 4MATIC AMG Line Auto	-	5	51680	28941	9-A	42	132	8.6	47.1	156	2143	201/3800	-	369/1600	-	2150	2900
D	GLE 350 d 4MATIC AMG Line Auto	344	5	56280	31517	9-A	45	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
D	GLE 350 d 4MATIC designo Line Auto	-	5	65575	36722	9-A	46	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
PE	GLE 500 e 4MATIC AMG Line Auto	-	5	64995	36397	7-A	49	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
PE	GLE 500 e 4MATIC designo Line Auto	-	5	74290	41602	7-A	49	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
D	GLE 350 d 4MATIC AMG Line Coupé Auto	-	5	60680	33981	9-A	45	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900
D	GLE 350 d 4MATIC designo Line Coupé Auto	-	5	69975	39186	9-A	46	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900

G-Class
Rating ★★½

Rewinds the clock to 1979. Classic 4x4 with a mild makeover, including a new cabin. Shouts money, and fab off-road.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	G 350 d 4MATIC Auto	-	5	87795	49165	7-A	tba	119	8.9	28.5	261	2987	241/3600	-	443/1600	-	2612	3500

GLS-Class
Rating COMING SOON

More luxurious and expensive than ever, it's one of a hulk of a car with proportions that suit LA more than London.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GLS 350 d 4MATIC AMG Line Auto	-	5	69100	35932	9-A	tba	138	7.8	37.2	199	2987	255/3400	-	457/1600	-	2455	3500
D	GLS 350 d 4MATIC designo Line Auto	-	5	78095	40609	9-A	tba	138	7.8	37.2	199	2987	255/3400	-	457/1600	-	2455	3500

GL-Class
Rating ★★★½

You think you own the road? You'll need to with this seven-seater as it's so vast. Latest model plusher than ever.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GL 350 BlueTEC 4MATIC AMG Sport	317	5	61655	27128	7-A	49	137	7.9	36.2	205	2987	255/3600	-	457/1600	-	2455	3500

S-Class
Rating ★★★★½

The most technically advanced car in the world, and a barometer before the tech filters down to more mundane models.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
DE	S 300 h AMG Line L Auto	328	4	73375	29350	7-A	47	155	7.6	61.4	120	2143	201/3800	27	369/1600	184	2035	0
D	S 350 d AMG Line Auto	-	4	68990	27596	7-A	49	155	6.8	47.9	154	2987	255/3600	-	457/1600	-	1955	2100
D	S 350 d SE Line L Auto	324	4	67995	27198	7-A	49	155	6.8	50.4	148	2987	255/3600	-	457/1600	-	1975	2100
D	S 350 d AMG Line L Auto	-	4	71990	28796	7-A	50	155	6.8	47.1	157	2987	255/3600	-	457/1600	-	1975	2100
PE	S 400 h SE Line L Auto	-	4	72020	28808	7-A	49	155	6.8	42.2	154	3498	302/6500	27	273/3500	184	1945	0
PE	S 400 h AMG Line L Auto	-	4	75980	30392	7-A	49	155	6.8	40.4	161	3498	302/6500	27	273/3500	184	1945	0
PE	S 500 e AMG Line L Auto	-	4	84290	33716	7-A	50	155	5.2	100.9	65	2996	329/5250	114	354/1600	251	2215	0

SLK-Class
Rating ★★★★

Beautifully crafted, rock-solid but lithe, the SLK reaches out for men to love it as much as women do. And they will!

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SLK 250 d Auto	-	2	33020	14529	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0
D	SLK 250 d AMG Sport Auto	-	2	37020	16289	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0

V-Class
Rating ★★★★

After a long wait for UK sales, it's finally here. Takes a large leap upmarket, and is better to drive than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	V 220 d SE Auto	-	5	41845	24270	7-A	31	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
D	V 220 d Sport Auto	-	5	44340	25717	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
D	V 250 d SE Auto	-	5	43520	25242	7-A	32	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
D	V 250 d Sport Auto	-	5	46015	26689	7-A	34	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
D	V 220 d SE Extra Long Auto	-	5	43380	26028	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2150	2500
D	V 220 d Sport Extra Long Auto	-	5	45875	27525	7-A	37	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2150	2500
D	V 250 d SE Extra Long Auto	-	5	45055	27033	7-A	36	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500
D	V 250 d Sport Extra Long Auto	342	5	47550	28530	7-A	38	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500

MG

UK dealers: 62 **Warranty:** 3 years/60,000miles **Servicing:** 15,000miles

New 6
Rating ★★★½

Best value medium car bar none. Better engineered and more frugal than before, with an incredibly low list price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.9 DTi	-	5	13995	5598	6-M	17	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1521	1600
D	TS 1.9 DTi	-	5	16195	6478	6-M	17	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1530	1600
D	TL 1.9 DTi	337	5	17995	7198	6-M	17	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1539	1600

MINI

UK dealers: 145 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

Hatch & Convertible
Rating ★★★★½

Like a cheeky caricature of the winning MINI formula. More frugal, better quality and only marginally costlier.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	One D	-	3	15075	6332	6-M	11	118	11.0	83.1	89	1496	94/4000	-	162/1750	-	1190	0
D	Cooper D	329	3	16635	7319	6-M	15	127	9.2	80.7	92	1496	114/4000	-	199/1750	-	1210	0
D	Cooper D Auto	-	3	17905	7878	6-A	15	127	9.2	76.3	98	1496	114/4000	-	199/1750	-	1225	0
D	Cooper SD	-	3	19655	9828	6-M	23	141	7.3	70.6	106	1995	168/4000	-	266/1500	-	1250	0
D	Cooper SD Auto	332	3	21280	10640	6-A	23	140	7.2	70.6	104	1995	168/4000	-	266/1500	-	1265	0
D	One D	-	5	15675	6584	6-M	11	116	11.4	80.7	92	1496	94/4000	-	162/1500	-	1250	0
D	Cooper D	331	5	17235	7583	6-M	15	126	9.4	78.5	95	1496	114/4000	-	199/1750	-	1265	0
D	Cooper D Auto	-	5	18505	8142	6-A	15	125	9.5	74.3	99	1496	114/4000	-	199/1750	-	1280	0
D	Cooper SD	-	5	20255	10128	6-M	23	140	7.4	68.9	109	1995	168/4000	-	266/1500	-	1305	0
D	Cooper SD Auto	-	5	21880	10940	6-A	23	139	7.3	68.9	107	1995	168/4000	-	266/1500	-	1325	0
D	Convertible Cooper D	-	2	20225	10517	6-M	tba	121	9.9	74.3	100	1496	114/4000	-	199/1750	-	1320	0
D	Convertible Cooper D Auto	-	2	21495	11177	6-A	tba	121	9.9	72.4	104	1496	114/4000	-	199/1750	-	1340	0

Clubman
Rating ★★★★½

The biggest MINI ever, and this time around, there's proper doors on both sides, to maximise versatility.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cooper D	-	6	22265	10687	6-M	18	132	8.6	68.9	109	1995	148/4000	-	243/1750	-	1395	1300
D	Cooper D Auto	-	6	23860	11453	8-A	18	132	8.5	68.9	109	1995	148/4000	-	243/1750	-	1435	1300
D	Cooper SD	-	6	24255	11642	6-M	tba	140	7.4	62.8	119	1995	188/4000	-	295/1750	-	tba	tba
D	Cooper SD Auto	-	6	25970	12466	8-A	tba	140	7.4	65.7	114	1995	188/4000	-	295/1750	-	tba	tba

Countryman
Rating ★★★★

Scoffed at as a MINI too far due to its size, but critics need to drive this family-pack option - it's still a hoot to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	One D	-	5	18135	8705	6-M	10	106	12.9	67.3	111	1598	89/4000	-	159/1750	-	1385	0
D	Cooper D	-	5	19885	9545	6-M	15	116	10.9	67.3	111	1598	110/4000	-	199/1750	-	1385	800
D	Cooper D Auto	-	5	21085	10121	6-A	15	112	11.3	50.4	148	1995	110/4000	-	199/1750	-	1410	1200
D	Cooper D ALL4	332	5	21165	10159	6-M	14	112	11.6	60.1	123	1598	110/4000	-	199/1750	-	1465	800
D	Cooper D ALL4 Auto	-	5	22320	10714	6-A	14	110	11.9	47.9	155	1995	110/4000	-	199/1750	-	1490	1200
D	Cooper D Park Lane	-	5	23345	11206	6-M	16	116	10.9	67.3	111	1598	110/4000	-	199/1750	-	1385	800
D	Cooper D Park Lane Auto	-	5	24580	11798	6-A	16	112	11.3	50.4	148	1995	110/4000	-	199/1750	-	1410	1200
D	Cooper D Park Lane ALL4	-	5	24375	11700	6-M	14	112	11.6	60.1	123	1598	110/4000	-	199/1750	-	1465	800
D	Cooper D Park Lane ALL4 Auto	-	5	25530	12254	6-A	14	110	11.9	47.9	155	1995	110/4000	-	199/1750	-	1490	1200
D	Cooper SD	-	5	22755	10922	6-M	19	124	9.2	62.8	119	1995	141/4000	-	225/1750	-	1395	800
D	Cooper SD Auto	-	5	24015	11527	6-A	19	122	9.4	49.6	149	1995	141/4000	-	225/1750	-	1425	1200

Countryman (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cooper SD ALL4	-	5	24055	11546	6-M	18	122	9.3	58.9	126	1995	141/4000	-	225/1750	-	1480	800
D	Cooper SD ALL4 Auto	-	5	25270	12130	6-A	18	121	9.4	47.9	156	1995	141/4000	-	225/1750	-	1505	1200
D	Cooper SD Park Lane	-	5	25880	12422	6-M	20	124	9.2	62.8	119	1995	141/4000	-	225/1750	-	1395	800
D	Cooper SD Park Lane Auto	-	5	27170	13042	6-A	20	122	9.4	49.6	149	1995	141/4000	-	225/1750	-	1425	1200
D	Cooper SD Park Lane ALL4	-	5	26865	12895	6-M	18	122	9.3	58.9	126	1995	141/4000	-	225/1750	-	1480	800
D	Cooper SD Park Lane ALL4 Auto	-	5	28155	13514	6-A	18	121	9.4	47.9	156	1995	141/4000	-	225/1750	-	1505	1200

Paceman

Rating: 3.5/5

A cynic might say it's just a three-door Countryman, and err, it is... trapped up a niche cul-de-sac.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cooper D	-	3	20375	9780	6-M	14	117	10.8	67.3	111	1598	110/4000	-	199/1750	-	1385	800
D	Cooper D Auto	-	3	21575	10356	6-A	14	114	11.2	50.4	148	1995	110/4000	-	199/1750	-	1405	1200
D	Cooper D ALL4	-	3	21645	10390	6-M	13	114	11.5	60.1	123	1598	110/4000	-	199/1750	-	1455	800
D	Cooper D ALL4 Auto	-	3	22800	10944	6-A	13	111	11.8	47.9	155	1995	110/4000	-	199/1750	-	1480	1200
D	Cooper SD	-	3	23235	11153	6-M	19	125	9.1	62.8	119	1995	141/4000	-	225/1750	-	1395	800
D	Cooper SD Auto	-	3	24495	11758	6-A	19	124	9.3	49.6	149	1995	141/4000	-	225/1750	-	1420	1200
D	Cooper SD ALL4	320	3	24535	11777	6-M	18	124	9.2	58.9	126	1995	141/4000	-	225/1750	-	1470	800
D	Cooper SD ALL4 Auto	-	3	25750	12360	6-A	18	122	9.3	47.9	156	1995	141/4000	-	225/1750	-	1495	1200

MITSUBISHI

UK dealers: 120 **Warranty:** 5 years/62,500miles (L200 5 years/125,000miles)
Servicing: 12,500miles (Old L200 9,000 miles)

Mirage

Rating: 2/5

Good value, frugal and well equipped, but lets itself down by feeling cheap and is below par to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Attivo	-	5	10999	3960	5-M	15	112	11.7	65.7	100	1199	79/6000	-	78/4000	-	845	0
P	Attivo CVT Auto	-	5	11999	4320	CVT	18	107	12.8	65.7	99	1199	79/6000	-	78/4000	-	865	0

LONG TERM TEST

ASX

Rating: 3/5

Looks sharp, drives neatly and is spacious. New engine for 2015, while equipment levels are generous.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	ZC-M 1.6 Diesel	-	5	19499	8970	6-M	18	113	11.2	61.4	119	1560	113/3600	-	199/1750	-	1380	1400
D	ZC-H 1.6 Diesel 4WD	-	5	23499	10810	6-M	18	111	11.5	56.5	132	1560	113/3600	-	199/1750	-	1445	1400
D	ZC-H 2.2 Diesel 4WD Auto	-	5	24899	11454	6-A	23	118	10.8	48.7	152	2268	148/3500	-	266/1500	-	1540	1400

New Outlander

Rating: 3.5/5

Plusher and better equipped than its predecessor. Frugal engines deliver decent performance too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 DI-D GX2	-	5	24799	11904	6-M	26	124	10.2	53.3	139	2268	148/3500	-	280/1750	-	1565	2000
D	2.2 DI-D GX3	-	5	27599	13248	6-M	26	124	10.2	53.3	139	2268	148/3500	-	280/1750	-	1600	2000
D	2.2 DI-D GX3 Auto	-	5	29249	14040	6-A	26	118	11.6	48.7	154	2268	148/3500	-	266/1500	-	1610	2000
D	2.2 DI-D GX4	-	5	31499	15120	6-M	27	124	10.2	53.3	139	2268	148/3500	-	280/1750	-	1600	2000
D	2.2 DI-D GX4 Auto	-	5	32899	15792	6-A	27	118	11.6	48.7	154	2268	148/3500	-	266/1500	-	1610	2000
PE	PHEV 2.0 MIVEC GX3h Auto	-	5	29249	14040	1-A	24	106	11.0	156.9	42	1998	119/4500	161	140/4500	144	1845	1500
PE	PHEV 2.0 MIVEC GX3h+ Auto	-	5	30249	14520	1-A	25	106	11.0	156.9	42	1998	119/4500	161	140/4500	144	1845	1500
PE	PHEV 2.0 MIVEC GX4h Auto	-	5	33899	16272	1-A	25	106	11.0	156.9	42	1998	119/4500	161	140/4500	144	1845	1500
PE	PHEV 2.0 MIVEC GX4hs Auto	-	5	35999	17280	1-A	22	106	11.0	156.9	42	1998	119/4500	161	140/4500	144	1845	1500

Shogun

Rating: 3/5

Fantastic off-road, but struggles on tarmac due to poor refinement. It looks good though, and is well kitted out.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.2 DI-D SG2 SWB Auto	-	3	28634	12026	5-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	3.2 DI-D Warrior SWB Auto	-	3	31554	13253	5-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	3.2 DI-D Barbarian SWB Auto	-	3	34184	14357	5-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	3.2 DI-D SG2 LWB Auto	-	5	31034	13655	5-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	3.2 DI-D SG3 LWB Auto	-	5	34299	15092	5-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	3.2 DI-D SG4 LWB Auto	-	5	37299	16412	5-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba

New L200

Rating: 4/5

An enormous leap forward in every department compared to before, with best-in-class economy and running costs.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab 2.4 DI-D 4Life	-	4	23699	9006	6-M	12	105	12.2	44.1	169	2442	152/3500	-	280/1500	-	1855	3100
D	Double Cab 2.4 DI-D Titan	-	4	24899	9462	6-M	13	111	10.4	42.8	173	2442	178/3500	-	317/2500	-	1860	3100
D	Double Cab 2.4 DI-D Warrior	343	4	27659	10510	6-M	13	111	10.4	42.8	173	2442	178/3500	-	317/2500	-	1860	3100
D	Double Cab 2.4 DI-D Warrior Auto	-	4	29339	11149	5-A	13	110	11.8	39.2	189	2442	178/3500	-	317/2500	-	1860	3100
D	Double Cab 2.4 DI-D Barbarian	-	4	28559	10852	6-M	13	111	10.4	42.8	173	2442	178/3500	-	317/2500	-	1860	3100
D	Double Cab 2.4 DI-D Barbarian Auto	-	4	30239	11491	5-A	13	110	11.8	39.2	189	2442	178/3500	-	317/2500	-	1860	3100

L200

Rating: 3/5

It's Mitsubishi's best seller and drives quite well. Steering is imprecise though, and ride gets bouncy easily.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab 4Work	-	4	20459	7774	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
D	Double Cab 4Life	-	4	22259	8458	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
D	Double Cab Challenger	-	4	19799	7524	5-M	8	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Warrior	-	4	23519	8937	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Warrior (Leather)	-	4	25109	9541	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Warrior (Leather) Auto	-	4	26789	10180	5-A	9	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000
D	Double Cab Barbarian	-	4	27119	10305	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Barbarian Auto	-	4	28799	10944	5-A	10	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000
D	Double Cab Barbarian Black	-	4	27959	10624	5-M	10	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Barbarian Black Auto	-	4	29639	11263	5-A	10	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000

NISSAN

UK dealers: 204 **Warranty:** 3 years/60,000miles (NV200 and Navara 5 years/100,000miles)
Servicing: 18,000 miles (Navara 12,500miles)

Leaf

Rating: 3.5/5

British built, great value and available in a choice of trims. Great to drive and well equipped, but still limited by range.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Visia (Batteries included) 24kW	-	5	20790	6237	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Acenta (Batteries included) 24kW	-	5	23190	6957	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Acenta (Batteries included) 30kW	-	5	24490	7347	1-A	tba	tba	tba	tba	tba	-	-	tba	-	tba	tba	tba
E	Acenta+ (Batteries included) 24kW	-	5	24040	7212	1-A	20	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Tekna (Batteries included) 24kW	-	5	24890	7467	1-A	20	89	11.5	(124)	0	-	-	107	-	187	1512	0
E	Tekna (Batteries included) 30kW	-	5	26490	7947	1-A	tba	tba	tba	tba	tba	-	-	tba	-	tba	tba	tba
E	Visia Flex (Batteries leased) 24kW	-	5	15790	4737	1-A	24	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Acenta Flex (Batteries leased) 24kW	-	5	17890	5367	1-A	24	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Acenta Flex (Batteries leased) 30kW	-	5	19490	5847	1-A	tba	tba	tba	tba	tba	-	-	tba	-	tba	tba	tba
E	Acenta+ Flex (Batteries leased) 24kW	-	5	19040	5712	1-A	21	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Tekna Flex (Batteries leased) 24kW	-	5	19890	5967	1-A	21	89	11.5	(124)	0	-	-	107	-	187	1512	0
E	Tekna Flex (Batteries leased) 30kW	-	5	21490	6447	1-A	tba	tba	tba	tba	tba	-	-	tba	-	tba	tba	tba

Micra

Rating: 2/5

Not as accomplished as its predecessors, falling short in several key areas. It's frugal though, but not exactly cheap.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Visia 1.2 DIG-S	-	5	11390	4556	5-M	10	112	11.3	68.9	95	1198	97/5600	-	108/4400	-	1030	0
P	Acenta 1.2 DIG-S	-	5	12715	5086	5-M	10	112	11.3	65.7	99	1198	97/5600	-	108/4400	-	1060	0
P	n-tec 1.2 DIG-S	-	5	13500	5400	5-M	tba	112	11.4	65.7	99	1198	97/5600	-	108/4400	-	1100	0
P	Tekna 1.2 DIG-S	-	5	14115	5646	5-M	11	112	11.4	65.7	99	1198	97/5600	-	108/4400	-	1100	0

Note

Rating: 3.5/5

Hi-tech Brit-built alternative to the supermini herd. More efficient than before, but edgier and just as spacious.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia 1.5 dCi	-	5	14280	5712	5-M	8	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132	450
P	Acenta 1.2 DIG-S	-	5	14775	5615	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta 1.5 dCi	-	5	15675	6270	5-M	8	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132	450
P	Acenta Style 1.2 DIG-S	-	5	15275	5805	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta Style 1.5 dCi	-	5	16175	6470	5-M	9	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132	450
P	Acenta Premium 1.2 DIG-S	-	5	15715	5972	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta Premium 1.5 dCi	328	5	16615	6646	5-M	9	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132	450
P	Tekna 1.2 DIG-S	-	5	16620	6316	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna 1.5 dCi	-	5	17520	7008	5-M	9	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132	450
P	Tekna Style 1.2 DIG-S	-	5	17120	6506	5-M	8	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna Style 1.5 dCi	-	5	18020	7208	5-M	9	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132	450

Juke

Rating: 3.5/5

Greater personalisation and bigger boot is combined with its modern love it or hate it 'in-yer-face' styling.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	15830	8232	6-M	11	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Acenta dCi 110	-	5	17025	8853	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	N-Connecta dCi 110	-	5	18545	9643	6-M	tba	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Tekna dCi 110	-	5	19675	10231	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250

Pulsar

Rating: 4/5

Nissan aims to attack the Golf and Focus and dominate the sector, like it has done in the crossover world.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	17895	6800	6-M	13	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Acenta dCi 110	-	5	19245	7313	6-M	11	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	n-tec dCi 110	-	5	20895	7940	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Tekna dCi 110	334	5	22245	8453	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200

CAR OF THE YEAR 2014

Qashqai

Rating: 4.5/5

Second generation crossover goes upmarket with better quality materials. It's also more expensive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	20295	9742	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta dCi 110	-	5	21880	10502	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta Premium dCi 110	323	5	23730	11390	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta Premium dCi 130	-	5	24980	11990	6-M	18	118	9.9	64.2	116	1598	129/4000	-	236/1750	-	1419	1800
D	Acenta Premium dCi 130 Auto	-	5	26330	12638	CVT	18	114	11.1	60.1	122	1598	129/4000	-	236/1750	-	1461	1400
D	Acenta Premium dCi 130 4WD	-	5	26680	12806	6-M	19	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	n-tec dCi 110	-	5	23730	11390	6-M	15	113	11.9	70.6	103	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec dCi 130	-	5	24980	11990	6-M	18	118	9.9	61.4	120	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec dCi 130 Auto	-	5	26330	12638	CVT	18	114	11.1	57.6	128	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec dCi 130 4WD	-	5	26810	12869	6-M	18	118	10.5	55.4	133	1598	129/4000	-	236/1750	-	1518	1800
D	n-tec+ dCi 110	-	5	24280	11654	6-M	15	113	11.9	70.6	103	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec+ dCi 130	-	5	25530	12254	6-M	18	118	9.9	61.4	120	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec+ dCi 130 Auto	-	5	26880	12902	CVT	18	114	11.1	57.6	128	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec+ dCi 130 4WD	-	5	27360	13133	6-M	18	118	10.5	55.4	133	1598	129/4000	-	236/1750	-	1518	1800
D	Tekna dCi 110 (17-inch wheels)	-	5	25830	12398	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Tekna dCi 110 (19-inch wheels)	-	5	25830	12398	6-M	15	113	11.9	70.6	103	1461	109/4000	-	192/1750	-	1365	1350
D	Tekna dCi 130 (17-inch wheels)	-	5	27080	12998	6-M	19	118	9.9	64.2	116	1598	129/4000	-	236/1750	-	1419	1800
D	Tekna dCi 130 (19-inch wheels)	-	5	27080	12998	6-M	19	118	9.9	61.4	120	1598	129/4000	-	236/1750	-	1419	1800
D	Tekna dCi 130 Auto (17-inch wheels)	-	5	28430	13646	CVT	19	114	11.1	60.1	122	1598	129/4000	-	236/1750	-	1461	1400
D	Tekna dCi 130 Auto (19-inch wheels)	-	5	28430	13646	CVT	19	114	11.1	57.6	128	1598	129/4000	-	236/1750	-	1461	1400
D	Tekna dCi 130 4WD (17-inch wheels)	-	5	28910	13877	6-M	19	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	Tekna dCi 130 4WD (19-inch wheels)	-	5	28910	13877	6-M	19	118	10.5	55.4	133	1598	129/4000	-	236/1750	-	1518	1800

X-Trail

Rating: 4.5/5

A new direction for the X-Trail fulfilling the seven-seat market, and just as great to drive as the Qashqai.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 130 2WD 5-seat	-	5	23455	11728	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Visia dCi 130 2WD 7-seat	-	5	24255	12128	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 5-seat	-	5	25255	12628	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 7-seat	-	5	26055	13028	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD Auto 5-seat	-	5	26605	13303	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 2WD Auto 7-seat	-	5	27405	13703	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 4WD 5-seat	-	5	26955	13478	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta dCi 130 4WD 7-seat	-	5	27755	13878	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 2WD 5-seat	-	5	26545	13273	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD 7-seat	-	5	27345	13673	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD Auto 5-seat	-	5	27895	13948	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 2WD Auto 7-seat	-	5	28695	14348	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 4WD 5-seat	-	5	28245	14123	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 4WD 7-seat	-	5	29045	14523	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	n-tec dCi 130 2WD 5-seat	330	5	28035	14018	6-M	20	117	10.5	55.4	133	1598	129/4000	-	236/1750	-	1500	2000
D	n-tec dCi 130 2WD 7-seat	-	5	28835	14418	6-M	20	117	10.5	55.4	133	1598	129/4000	-	236/1750	-	1500	2000
D	n-tec dCi 130 2WD Auto 5-seat	-	5	28995	14498	CVT	20	112	11.4	53.3	139	1598	129/4000	-	236/1750	-	1540	1500
D	n-tec dCi 130 2WD Auto 7-seat	-	5	29795	14898	CVT	20	112	11.4	53.3	139	1598	129/4000	-	236/1750	-	1540	1500
D	n-tec dCi 130 4WD 5-seat	-	5	29345	14673	6-M	20	116	11.0	52.3	143	1598	129/4000	-	236/1750	-	1580	2000
D	n-tec dCi 130 4WD 7-seat	-	5	30145	15073	6-M	20	116	11.0	52.3	143	1598	129/4000	-	236/1750	-	1580	2000
D	Tekna dCi 130 2WD 5-seat	-	5	30035	15018	6-M	20	117	10.5	55.4	133	1598	129/4000	-	236/1750	-	1500	2000
D	Tekna dCi 130 2WD 7-seat	-	5	30835	15418	6-M	20	117	10.5	55.4	133	1598	129/4000	-	236/1750	-	1500	2000
D	Tekna dCi 130 2WD Auto 5-seat	-	5	30995	15498	CVT	20	112	11.4	53.3	139	1598	129/4000	-	236/1750	-	1540	1500
D	Tekna dCi 130 2WD Auto 7-seat	-	5	31795	15898	CVT	20	112	11.4	53.3	139	1598	129/4000	-	236/1750	-	1540	1500
D	Tekna dCi 130 4WD 5-seat	-	5	31345	15673	6-M	20	116	11.0	52.3	143	1598	129/4000	-	236/1750	-	1580	2000
D	Tekna dCi 130 4WD 7-seat	-	5	32145	16073	6-M	20	116	11.0	52.3	143	1598	129/4000	-	236/1750	-	1580	2000

Navara

Rating: 3/5

Large load bay, roomy cabin and road manners that aren't bad. Avoid the cramped King Cab though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Visia 2.5 dCi	317	4	22415	6725	6-M	10	104	13.1	34.5	215	2488	142/3600	-	258/1600	-	2085	2600
D	Double Cab Acenta 2.5 dCi	-	4	24415	7325	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi	-	4	27515	8255	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi Auto	-	4	29270	8781	5-A	10	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
D	Double Cab Salomon 2.5 dCi	-	4	28265	8480	6-M	11	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Salomon 2.5 dCi Auto	-	4	30020	9006	5-A	11	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
D	Double Cab Outlaw 3.0 V6 dCi Auto	-	4	37560	11268	7-A	11	121	9.3	29.7	250	2991	228/3750	-	406/1750	-	2150	3000

NV200/e-NV200 Combi

Rating: COMING SOON

It's picked up gongs as a van but scores poorly as an MPV with vague steering and a noisy engine.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Combi Acenta 1.5 dCi 5 seat	-	5	20177	7667	5-M	17	98	n/a	tba	133	1461	89/4000	-	148/2000	-	1355	1100
D	Combi Acenta 1.5 dCi 7 seat	-	5	20537	8215	5-M	17	98	n/a	tba	133	1461	89/4000	-	148/2000	-	1390	1100
D	Combi Acenta 1.5 dCi 5 seat	-	5	20587	7823	6-M	19	105	n/a	57.7	130	1461	109/4000	-	177/2000	-	1369	1100
D	Combi Acenta 1.5 dCi 7 seat	-	5	20947	8379	6-M	19	105	n/a	57.7	130	1461	109/4000	-	177/2000	-	1404	1100
E	Combi Acenta 5 seat (Batteries included)	-	5	23087	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta 7 seat (Batteries included)	-	5	23403	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid 5 seat (Batteries included)	-	5	23927	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid 7 seat (Batteries included)	-	5	24243	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid Plus 5 seat (Batteries included)	-	5	24581	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid Plus 7 seat (Batteries included)	-	5	24897	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid 5 seat (Batteries included)	-	5	25763	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid 7 seat (Batteries included)	-	5	26079	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid Plus 5 seat (Batteries included)	-	5	26429	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid Plus 7 seat (Batteries included)	-	5	26745	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Evalia Tekna Rapid 5 seat (Batteries included)	-	5	26276	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid 7 seat (Batteries included)	-	5	26592	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1677	0
E	Evalia Tekna Rapid Plus 5 seat (Batteries included)	-	5	26942	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid Plus 7 seat (Batteries included)	-	5	27258	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1677	0
E	Combi Acenta Flex 5 seat (Batteries included)	-	5	18083	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Flex 7 seat (Batteries included)	-	5	18399	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid Flex 5 seat (Batteries included)	-	5	18923	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid Flex 7 seat (Batteries included)	-	5	19239	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid Plus Flex 5 seat (Batteries included)	-	5	19577	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid Plus Flex 7 seat (Batteries included)	-	5	19893	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid Flex 5 seat (Batteries included)	-	5	20759	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid Flex 7 seat (Batteries included)	-	5	21075	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid Plus Flex 5 seat (Batteries included)	-	5	21425	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid Plus Flex 7 seat (Batteries included)	-	5	21741	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Evalia Tekna Rapid Flex 5 seat (Batteries included)	-	5	21272	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid Flex 7 seat (Batteries included)	-	5	21588	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1677	0

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Evalia Tekna Rapid Plus Flex 5 seat (Batteries included)	-	5	21938	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid Plus Flex 7 seat (Batteries leased)	-	5	22254	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1677	0

PEUGEOT

UK dealers: 250 **Warranty:** 3 years/60,000 miles **Servicing:** 10,000 miles (108 1.0) 12,500 miles (iOn) 16,000 miles (PureTech & 1.6 BlueHDi) 20,000 miles (2.0 BlueHDi)

108

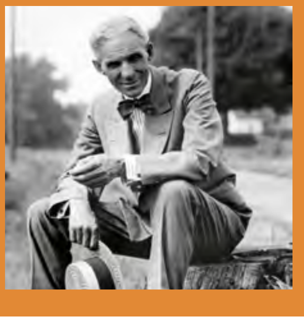
Rating ★★★★☆

Most upmarket of the trio, it's decent to drive, well kitted out and keenly priced. A leap forward from its predecessor.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Access 1.0	-	3	8345	3338	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0	-	3	9595	3838	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0	-	5	9995	4198	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0 2-Tronic	-	5	10495	4408	5-A	6	99	15.9	67.3	97	998	68/6000	-	70/4300	-	860	0
P	Allure 1.2 PureTech 82	-	3	11095	4438	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Allure 1.2 PureTech 82	332	5	11495	4828	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Feline 1.2 PureTech 82	-	3	11945	4778	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Feline 1.2 PureTech 82	-	5	12345	5185	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Active 1.0	-	3	10595	4238	5-M	7	99	13.0	68.9	95	998	68/6000	-	70/4300	-	855	0
P	Top! Active 1.0	-	5	10995	4618	5-M	7	99	13.0	68.9	95	998	68/6000	-	70/4300	-	855	0
P	Top! Active 1.0 2-Tronic	-	5	11495	4828	5-A	7	99	15.9	67.3	97	998	68/6000	-	70/4300	-	860	0
P	Top! Allure 1.2 PureTech 82	-	3	12095	4838	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Allure 1.2 PureTech 82	-	5	12495	5248	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Roland Garros 1.2 PureTech 82	-	3	12495	4998	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Roland Garros 1.2 PureTech 82	-	5	12895	5416	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865	0

DID YOU **KNOW**

Henry Ford was the first industry player to give his employees both a Saturday and Sunday off. But this was no great act of kindness, he had a cunning plan. He hoped that by creating what we now call the weekend, it would encourage people to travel more for leisure, and what would they need to be able to do this? A car of course.



New 208

Rating ★★★★☆

Refreshed for 2015 and as good a package as ever. Class-leading efficiency, more choice and great personalisation options.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access A/C 1.6 BlueHDi 75	-	3	13845	5815	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	840
P	Active 1.2 PureTech 82 ETG5	-	3	13820	5804	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	965	825
D	Active 1.6 BlueHDi 75	-	3	14645	6151	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	840
D	Active 1.6 BlueHDi 75	-	3	14845	6235	5-M	15	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1070	590
P	Allure 1.2 PureTech 82 ETG5	-	3	15020	6308	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	965	825
P	Allure 1.2 PureTech 110	-	3	15495	6508	5-M	15	118	9.6	65.7	99	1199	109/5500	-	151/1500	-	1060	1150
D	Allure 1.6 BlueHDi 75	-	3	15845	6655	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	840
D	Allure 1.6 BlueHDi 75	-	3	16045	6739	5-M	15	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1070	590
D	Allure 1.6 BlueHDi 100	-	3	16445	6907	5-M	20	116	10.7	80.7	90	1560	98/3750	-	187/1750	-	1065	1150
P	GT Line 1.2 PureTech 110	-	3	16095	6760	5-M	15	118	9.6	65.7	99	1199	109/5500	-	151/1500	-	1060	1150
D	GT Line 1.6 BlueHDi 100	-	3	17045	7159	5-M	21	116	10.7	80.7	90	1560	98/3750	-	187/1750	-	1065	1150
D	GT Line 1.6 BlueHDi 120	-	3	17645	7411	6-M	23	118	9.4	78.5	94	1560	118/3500	-	221/1750	-	1115	1150
D	Access A/C 1.6 BlueHDi 75	-	5	14445	6067	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	840
P	Active 1.2 PureTech 82 ETG5	-	5	14420	6056	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	980	825
D	Active 1.6 BlueHDi 75	-	5	15245	6403	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	840
D	Active 1.6 BlueHDi 75	-	5	15445	6487	5-M	15	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1080	590
P	Allure 1.2 PureTech 82 ETG5	-	5	15620	6560	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	980	825
P	Allure 1.2 PureTech 110	-	5	16095	6760	5-M	15	118	9.6	65.7	99	1199	109/5500	-	151/1500	-	1070	1150
D	Allure 1.6 BlueHDi 75	-	5	16445	6907	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	840
D	Allure 1.6 BlueHDi 75	-	5	16645	6991	5-M	15	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1080	590
D	Allure 1.6 BlueHDi 100	341	5	17045	7159	5-M	20	116	10.7	80.7	90	1560	98/3750	-	187/1750	-	1075	1150
P	GT Line 1.2 PureTech 110	-	3	16695	7012	5-M	15	118	9.6	65.7	99	1199	109/5500	-	151/1500	-	1070	1150
D	GT Line 1.6 BlueHDi 100	-	5	17645	7411	5-M	21	116	10.7	80.7	90	1560	98/3750	-	187/1750	-	1075	1150
D	GT Line 1.6 BlueHDi 120	-	5	18245	7663	6-M	23	118	9.4	78.5	94	1560	118/3500	-	221/1750	-	1125	1150

LONG TERM TEST

2008

Rating ★★★★☆

One of the strongest contenders in the burgeoning baby crossover market. Great to drive, frugal and well priced too.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access A/C 1.6 BlueHDi 75	-	5	14845	5344	5-M	15	103	13.8	76.3	97	1560	74/3500	-	170/1750	-	1160	940
D	Active 1.6 BlueHDi 75	-	5	15945	5740	5-M	15	103	13.8	76.3	97	1560	74/3500	-	170/1750	-	1160	940
D	Active 1.6 BlueHDi 100	-	5	16545	5956	5-M	18	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Urban Cross 1.6 BlueHDi 100	-	5	17645	6352	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Allure 1.6 BlueHDi 100	-	5	18045	6496	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Allure 1.6 BlueHDi 120	-	5	18645	6712	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300
D	Feline 1.6 BlueHDi 100	-	5	19445	7000	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Feline 1.6 BlueHDi 120	-	5	20045	7216	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300

LONG TERM TEST

308

Rating ★★★★☆

A significant leap forward, in quality and dynamics, and one of the most comfortable riding cars in its class.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access 1.6 BlueHDi 100	-	5	17145	6172	5-M	16	116	11.3	78.5	94	1560	98/3750	-	187/1750	-	1160	1300
P	Active 1.2 PureTech 110	-	5	17945	6460	5-M	13	117	11.1	70.6	95	1199	109/5500	-	151/1500	-	1080	1200
D	Active 1.6 BlueHDi 100	-	5	18845	6784	5-M	16	116	11.3	78.5	94	1560	98/3750	-	187/1750	-	1160	1300
D	Active 1.6 BlueHDi 120	-	5	19845	7144	6-M	20	122	9.7	91.1	82	1560	118/3500	-	221/1750	-	1180	1400
D	Active 1.6 BlueHDi 120 Auto	-	5	20845	7504	6-A	20	122	9.5	80.7	92	1560	118/3500	-	221/1750	-	1200	1300
D	Allure 1.6 BlueHDi 120	-	5	21045	7576	6-M	21	122	9.7	88.3	84	1560	118/3500	-	221/1750	-	1180	1400
D	Allure 1.6 BlueHDi 120 Auto	-	5	22045	7936	6-A	21	118	10.2	74.3	98	1560	118/3500	-	221/1750	-	1200	1300
D	Allure 2.0 BlueHDi 150	-	5	21945	7900	6-M	25	132	8.9	76.3	97	1997	148/4000	-	273/2000	-	1290	1600
D	Allure 2.0 BlueHDi 150 Auto	-	5	22945	8260	6-A	25	131	8.6	68.9	107	1997	148/4000	-	273/2000	-	1310	1500
D	GT Line 1.6 BlueHDi 120	-	5	22595	8134	6-M	22	117	10.3	74.3	98	1560	118/3500	-	221/1750	-	1180	1400
D	GT Line 1.6 BlueHDi 120 Auto	-	5	23595	8494	6-A	22	118	10.2	74.3	98	1560	118/3500	-	221/1750	-	1200	1300
D	GT Line 2.0 BlueHDi 150	-	5	23495	8458	6-M	26	132	8.9	76.3	97	1997	148/4000	-	273/2000	-	1290	1600
D	GT Line 2.0 BlueHDi 150 Auto	-	5	24495	8818	6-A	26	131	8.6	68.9	107	1997	148/4000	-	273/2000	-	1310	1500
D	GT 2.0 BlueHDi 180 Auto	-	5	25945	9340	6-A	29	137	8.4	70.6	103	1997	178/3750	-	295/2000	-	1320	1500
P	SW Access 1.2 PureTech 110	-	5	17345	6244	5-M	13	117	11.6	67.3	99	1199	109/5500	-	151/1500	-	1190	1100
D	SW Access 1.6 BlueHDi 100	-	5	18045	5774	5-M	16	114	11.8	78.5	94	1560	98/3750	-	187/1750	-	1200	1200
P	SW Active 1.2 PureTech 110	-	5	19045	6856	5-M	13	117	11.6	67.3	99	1199	109/5500	-	151/1500	-	1190	1100
D	SW Active 1.6 BlueHDi 100	-	5	19745	6318	5-M	16	114	11.8	78.5	94	1560	98/3750	-	187/1750	-	1200	1200
D	SW Active 1.6 BlueHDi 120	-	5	20745	7053	6-M	20	121	10.1	88.3	85	1560	118/3500	-	221/1750	-	1295	1300
D	SW Active 1.6 BlueHDi 120 Auto	-	5	21745	7393	6-A	20	121	9.9	76.3	96	1560	118/3500	-	221/1750	-	1310	1200
D	SW Allure 1.6 BlueHDi 120	-	5	21945	7461	6-M	21	121	10.1	85.6	88	1560	118/3500	-	221/1750	-	1295	1300
D	SW Allure 1.6 BlueHDi 120 Auto	-	5	22945	7801	6-A	21	117	10.6	72.4	102	1560	118/3500	-	221/1750	-	1310	1200
D	SW Allure 2.0 BlueHDi 150	-	5	22845	7767	6-M	25	130	9.2	76.3	97	1997	148/4000	-	273/2000	-	1315	1500
D	SW Allure 2.0 BlueHDi 150 Auto	-	5	23845	8107	6-A	25	130	8.9	67.2	111	1997	148/4000	-	273/2000	-	1420	1400
D	SW GT Line 1.6 BlueHDi 120	-	5	23495	7988	6-M	22	117	10.7	72.4	102	1560	118/3500	-	221/1750	-	1295	1300
D	SW GT Line 1.6 BlueHDi 120 Auto	-	5	24495	8328	6-A	22	117	10.6	72.4	102	1560	118/3500	-	221/1750	-	1310	1200
D	SW GT Line 2.0 BlueHDi 150	-	5	24395	8294	6-M	26	130	9.2	76.3	97	1997	148/4000	-	273/2000	-	1315	1500
D	SW GT Line 2.0 BlueHDi 150 Auto	-	5	25395	8634	6-A	26	130	8.9	67.2	111	1997	148/4000	-	273/2000	-	1420	1400
D	SW GT 2.0 BlueHDi 180 Auto	338	5	26845	9127	6-A	29	135	8.6	68.8	107	1997	178/3750	-	295/2000	-	1425	1400

3008

Rating ★★★★☆

Qashqai challenger with a classy cabin and a roomy, versatile interior. Refinement is top-notch too.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	5	21145	8881	6-M	21	112	12.0	68.9	108	1560	118/3500	-	221/1750	-	1420	1300
D	Active 1.6 BlueHDi 120 Auto	-	5	22145	9301	6-A	21	114	12.4	67.3	109	1560	118/3500	-	221/1750	-	1470	1300
D	Active 2.0 BlueHDi 150	-	5	22345	9385	6-M	25	121	9.7	68.9	106	1997	148/4000	-	273/2000	-	1530	1500
D	Allure 1.6 BlueHDi 120	-	5	23095	9700	6-M	20	112	12.0	68.9	108	1560	118/3500	-	221/1750	-	1420	1300
D	Allure 1.6 BlueHDi 120 Auto	-	5	24095	10120	6-A	20	114	12.4	65.7	112	1560	118/3500	-	221/1750	-	1470	1300
D	Allure 2.0 BlueHDi 150	-	5	24295	10204	6-M	24	121	9.7	67.3	109	1997	148/4000	-	273/2000	-	1530	1500

508

Rating ★★★★☆

Peugeot continues to push upmarket with updated 508. Bolder looks, all backed up with super frugal engines.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	4	22495	8548	6-M	tba	126	11.0	70.6	103	1560	118/3500	-	221/1750	-	1410	1475
D	Active 1.6 BlueHDi 120 Auto	-	4	23495	8928	6-A	tba	125	11.0	72.4	102	1560	118/3500	-	221/1750	-	1425	1175
D	Active 2.0 BlueHDi 150	-	4	23695	9004	6-M	tba	130	8.9	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
D	Allure 1.6 BlueHDi 120	-	4	24595	9346	6-M	tba	126	11.0	70.6	103	1560	118/3500	-	221/1750	-	1410	1475
D	Allure 1.6 BlueHDi 120 Auto	-	4	25595	9726	6-A	tba	125	11.0	72.4	102	1560	118/3500	-	221/1750	-	1425	1175
D	Allure 2.0 BlueHDi 150	332	4	25795	9802	6-M	tba	130	8.9	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
DE	Allure 2.0 BlueHDi HYbrid4 ETG	-	4	32145	11572	6-A	36	130	8.6	70.6	95	1997	161/3850	36	221/1750	148	1660	775
D	GT Line 1.6 BlueHDi 120	-	4	25595	9726	6-M	tba	126	11.0	70.6	103	1560	118/3500	-	221/1750	-	1410	1475
D	GT Line 1.6 BlueHDi 120 Auto	-	4	26595	10106	6-A	tba	125	11.0	72.4	102	1560	118/3500	-	221/1750	-	1425	1175
D	GT Line 2.0 BlueHDi 150	-	4	26795	10182	6-M	tba	130	8.9	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
D	GT 2.0 BlueHDi 180 Auto	-	4	30345	10924	6-A	tba	143	8.5	67.3	110	1997	178/3750	-	295/2000	-	1540	1575
D	SW Active 1.6 BlueHDi 120	-	5	23695	9004	6-M	tba	124	11.3	tba	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW Active 1.6 BlueHDi 120 Auto	-	5	24695	9384	6-A	tba	123	11.2	tba	108	1560	118/3500	-	221/1750	-	1430	1375
D	SW Active 2.0 BlueHDi 150	-	5	24895	9460	6-M	tba	130	9.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW Allure 1.6 BlueHDi 120	-	5	25995	9878	6-M	tba	124	11.3	67.2	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW Allure 1.6 BlueHDi 120 Auto	-	5	26995	10258	6-A	tba	123	12.5	tba	108	1560	118/3500	-	221/1750	-	1430	1375
D	SW Allure 2.0 BlueHDi 150	-	5	27195	10334	6-M	tba	130	9.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW GT Line 1.6 BlueHDi 120	-	5	26995	10258	6-M	tba	124	11.3	67.2	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW GT Line 1.6 BlueHDi 120 Auto	-	5	27995	10638	6-A	tba	123	12.5	tba	108	1560	118/3500	-	221/1750	-	1430	1375
D	SW GT Line 2.0 BlueHDi 150	-	5	28195	10714	6-M	tba	130	9.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW GT 2.0 BlueHDi 180 Auto	-	5	31745	12063	6-A	tba	140	8.6	64.2	114	1997	178/3750	-	295/2000	-	1620	1475
D	RXH 2.0 BlueHDi 180 Auto	-	5	30895	11740	6-A	32	136	9.7	61.4	119	1997	178/3750	-	295/2000	-	1650	1100
DE	RXH 2.0 BlueHDi HYbrid4 ETG	333	5	35845	13621	6-A	37	132	10.1	72.4	109	1997	161/3850	36	221/1750	148	1770	1100

5008

Rating ★★★★☆

You want a practical large family car with stylish looks, quality build and nice manners? Here it is.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	5	23095	9700	6-M	19	114	13.7	67.3	109	1560	118/3500	-	221/1750	-	1490	900
D	Active 1.6 BlueHDi 120 Auto	-	5	24095	10120	6-A	tba	113	14.4	65.7	112	1560	118/3500	-	221/1750	-	1510	1050
D	Active 2.0 BlueHDi 150	-	5	24295	10204	6-M	tba	121	11.2	68.9	108	1997	148/3750	-	251/2000	-	1530	1500
D	Allure 1.6 BlueHDi 120	-	5	24895	10456	6-M	18	114	13.7	64.2	115	1560	118/3500	-	221/1750	-	1490	1100
D	Allure 1.6 BlueHDi 120 Auto	-	5	25895	10876	6-A	tba	113	14.4	64.2	114	1560	118/3500	-	221/1750	-	1510	1050
D	Allure 2.0 BlueHDi 150	-	5	26095	10960	6-M	tba	121	11.2	67.3	110	1997	148/3750	-	251/2000	-	1530	1500

LONG TERM TEST

RCZ

Rating ★★★★½

Waitrose class on a Lidl budget? RCZ looks exciting even when parked up. On the move, it's brilliant.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport 2.0 HDi	-	2	24200	11132	6-M	29	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0
D	GT 2.0 HDi	333	2	26600	12236	6-M	30	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0

iOn

Rating ★★★☆☆

The Mitsubish i-MiEV and Citroën C-Zero's triplet sister. Praiseworthy drive-wise, but price isn't on its side.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		-	5	11995	3119	1-A	28	81	15.9	(93)	0	-	-	63	-	133	1120	0

New Partner Tepee

Rating ★★★½☆

It's a squash court on wheels, thanks to van roots. Last generation 308 underpinnings add driving quality.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 75 (5 seat)	-	5	15585	6546	5-M	12	95	15.1	65.7	113	1560	74/3500	-	170/1750	-	1374	1300
D	Active 1.6 BlueHDi 100 (5 seat)	-	5	16335	6861	5-M	14	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1383	1300
D	Active 1.6 BlueHDi 100 (7 seat)	-	5	17180	7216	5-M	14	103	15.3	68.9	109	1560	98/3750	-	187/1750	-	1429	1200
D	Active 1.6 BlueHDi 100 ETG (5 seat)	-	5	16885	6754	6-A	14	106	14.3	67.3	109	1560	98/3750	-	187/1750	-	1399	1300
D	Allure 1.6 BlueHDi 100 (5 seat)	-	5	18595	7810	5-M	15	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1383	1300
D	Allure 1.6 BlueHDi 100 ETG (5 seat)	-	5	19145	7658	6-A	tba	106	14.3	67.3	109	1560	98/3750	-	187/1750	-	1399	1300
D	Allure 1.6 BlueHDi 120 (5 seat)	-	5	19245	7698	6-M	17	108	11.4	64.2	115	1560	118/3500	-	221/1750	-	1398	1300

PORSCHE

UK dealers: 35 **Warranty:** 3 years/Unlimited mileage **Servicing:** 20,000miles

Macan

Rating ★★★★½

New baby Cayenne sets the tarmac alight with agile handling, terrific performance and a great all-round package.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Diesel Auto	327	5	44871	29615	7-A	39	142	6.3	46.3	159	2967	255/4000	-	428/1750	-	1955	2400

Cayenne

Rating ★★★★☆

The car that changed Porsche's fortunes forever. A class act, it simply oozes quality and dynamism.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel Auto	338	5	50791	33522	8-A	45	137	7.3	42.8	173	2967	259/4000	-	428/1750	-	2185	3500
D	S Diesel Auto	-	5	62794	41444	8-A	50	156	5.4	35.3	209	4134	380/3750	-	627/2000	-	2290	3500
PE	S E-Hybrid Auto	-	5	62154	34806	8-A	49	150	5.9	83.1	79	2995	329/5500	94	325/3000	229	2425	0

Panamera

Rating ★★★★☆

Just updated, combining diesel or hybrid power with a sophisticated drive and like it or loathe it styling.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel Auto	-	5	65639	39383	8-A	48	160	6.0	44.1	169	2967	296/4000	-	479/1750	-	1975	2200
PE	S E-Hybrid Auto	320	5	84456	45606	8-A	50	167	5.5	91.1	71	2995	329/5500	94	325/3000	229	2170	0

RENAULT

UK dealers: 155 **Warranty:** 4 years/100,000miles **Servicing:** 18,000miles

Twizy

Rating ★★★½☆

It's funky, and a real hoot. This city quadricycle is perfect if you live on the Riviera.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Expression (Batteries leased)	-	2	6895	tba	1-A	10	50	-	(62)	0	-	-	17	-	42	474	0
E	Dynamique (Batteries leased)	-	2	7595	tba	1-A	11	50	-	(62)	0	-	-	17	-	42	474	0

Twingo

Rating ★★★½☆

Harks back to the R5, is funkily styled, and a world apart from the previous generation car.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Dynamique SCe 70	-	5	10995	4178	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
P	Dynamique TCe 90	332	5	11695	4444	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0
P	Dynamique S SCe 70	-	5	11845	4501	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
P	Dynamique S TCe 90	-	5	12545	4767	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0

LONG TERM TEST

Clio

Rating ★★★★☆

Sexy shape and smooth, lean engines make the Clio a joy. Just five doors this time around, though.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Play dCi 90	-	5	14975	7488	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087	1200
D	Play dCi 90 ECO	-	5	15225	7308	5-M	12	112	12.0	88.3	82	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique Nav dCi 90	312	5	15975	7988	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique Nav dCi 90 ECO	-	5	16225	7788	5-M	12	112	12.0	88.3	82	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique Nav dCi 90 Auto	-	5	17275	8638	6-A	11	109	12.9	80.7	92	1461	89/4000	-	162/1750	-	1153	1200
D	Dynamique S Nav dCi 90	-	5	16975	8488	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique S Nav dCi 90 Auto	-	5	18275	9138	6-A	10	109	12.9	80.7	92	1461	89/4000	-	162/1750	-	1153	1200

Zoe

Rating ★★★★☆

All-electric supermini priced in line with a diesel. It's good to drive, and makes sense for low mileage users.

Power		Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Expression Nav (Batteries leased)	-	5	13445	tba	1-A	17	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	Dynamique Nav (Batteries leased)	-	5	15045	tba	1-A	17	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	Dynamique Nav Rapid Charge (Batteries leased)	315	5	15545	tba	1-A	17	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	i Expression Nav (Batteries included)	-	5	18445	tba	1-A	15	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	i Dynamique Nav (Batteries included)	-	5	20045	tba	1-A	15	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	i Dynamique Nav Rapid Charge (Batteries included)	315	5	20545	tba	1-A	15	84	13.5	(130)	0	-	-	87	-	162	1468	0

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)

LONG TERM TEST

Captur

Rating ★★★½

Renault's answer to Nissan's Juke, but cheaper and more frugal. It's practical and good to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 90	-	5	15995	6718	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1178	900
D	Dynamique Nav dCi 90	315	5	16995	7138	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique Nav dCi 90 Auto	-	5	18095	7600	5-A	11	107	13.8	74.3	99	1461	89/4000	-	162/1750	-	1204	900
D	Dynamique Nav dCi 110	-	5	17695	7432	6-M	15	109	11.0	76.4	98	1461	109/4000	-	192/1750	-	1190	900
D	Dynamique S Nav dCi 90	331	5	18495	7768	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1178	900
D	Dynamique S Nav dCi 90 Auto	-	5	19595	8230	5-A	12	107	13.8	74.3	99	1461	89/4000	-	162/1750	-	1204	900
D	Dynamique S Nav dCi 110	-	5	19195	8062	6-M	15	109	11.0	76.4	98	1461	109/4000	-	192/1750	-	1190	900
D	Signature Nav dCi 90	-	5	20195	8482	5-M	12	106	13.1	76.3	98	1461	89/4000	-	162/1750	-	1178	900
D	Signature Nav dCi 90 Auto	-	5	21195	8902	5-A	12	107	13.8	70.6	103	1461	89/4000	-	162/1750	-	1204	900
D	Signature Nav dCi 110	-	5	20795	8734	6-M	15	109	11.0	72.4	101	1461	109/4000	-	192/1750	-	1190	900

Megane

Rating ★★★½

Facelift brings keener prices and good equipment levels to compete with new entrants in the medium class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Coupé Dynamique Nav dCi 110	-	3	20945	7540	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Dynamique Nav dCi 110 Auto	-	3	21945	7900	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Dynamique Nav dCi 130	-	3	21445	7720	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé Limited Nav dCi 110	-	3	21445	7720	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Limited Nav dCi 110 Auto	-	3	22445	8080	6-A	20	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Limited Nav dCi 130	-	3	21945	7900	6-M	23	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé GT Line Nav dCi 110	-	3	22445	8080	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé GT Line Nav dCi 110 Auto	-	3	23445	8440	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé GT Line Nav dCi 130	-	3	22945	8260	6-M	23	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Expression+ dCi 110	-	5	18245	6203	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	Expression+ dCi 110 Auto	-	5	19245	6543	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	Dynamique Nav dCi 110	-	5	19245	6543	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	Dynamique Nav dCi 110 Auto	-	5	20245	6883	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	Dynamique Nav dCi 130	-	5	19745	6713	6-M	21	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Limited Nav dCi 110	-	5	19745	6713	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	Limited Nav dCi 110 Auto	-	5	20745	7053	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	Limited Nav dCi 130	-	5	20245	6883	6-M	21	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	GT Line Nav dCi 110	-	5	20745	7053	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	GT Line Nav dCi 110 Auto	-	5	21745	7393	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	GT Line Nav dCi 130	-	5	21245	7223	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	ST Expression+ dCi 110	-	5	19245	6158	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST Expression+ dCi 110 Auto	-	5	20245	6478	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique Nav dCi 110	-	5	20245	6478	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST Dynamique Nav dCi 110 Auto	-	5	21245	6798	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique Nav dCi 130	-	5	20745	7053	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST Limited Nav dCi 110	-	5	20745	6638	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST Limited Nav dCi 110 Auto	-	5	21745	6958	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST Limited Nav dCi 130	-	5	21245	7223	6-M	20	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST GT Line Nav dCi 110	-	5	21745	6958	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST GT Line Nav dCi 110 Auto	-	5	22745	7278	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST GT Line Nav dCi 130	-	5	22245	7563	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500

Kadjar

Rating ★★★½

Renault takes on the Qashqai, using a significant portion of its underpinnings. Efficient, well equipped and good to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 110	-	5	19895	8754	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Expression+ dCi 110 Auto	-	5	21095	9282	6-A	14	112	11.7	74.3	99	1461	109/4000	-	184/1750	-	1407	1450
D	Dynamique Nav dCi 110	-	5	21595	9502	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Dynamique Nav dCi 110 Auto	-	5	22795	10030	6-A	14	112	11.7	74.3	99	1461	109/4000	-	184/1750	-	1407	1450
D	Dynamique Nav dCi 130	-	5	22795	10030	6-M	17	118	9.9	65.7	113	1598	129/4000	-	236/1750	-	1415	1800
D	Dynamique Nav dCi 130 4WD	-	5	24295	10690	6-M	18	118	10.5	58.8	126	1598	129/4000	-	236/1750	-	1536	1800
D	Dynamique S Nav dCi 110	-	5	22395	9854	6-M	14	113	11.9	72.4	103	1461	109/4000	-	192/1750	-	1394	1350
D	Dynamique S Nav dCi 110 Auto	-	5	23595	10382	6-A	14	112	11.7	72.4	103	1461	109/4000	-	184/1750	-	1421	1450
D	Dynamique S Nav dCi 130	-	5	23595	10382	6-M	18	118	9.9	62.8	117	1598	129/4000	-	236/1750	-	1429	1800
D	Dynamique S Nav dCi 130 4WD	-	5	25095	11042	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1536	1800
D	Signature Nav dCi 110	-	5	23595	10382	6-M	15	113	11.9	72.4	103	1461	109/4000	-	192/1750	-	1394	1350
D	Signature Nav dCi 110 Auto	-	5	24795	10910	6-A	15	112	11.7	72.4	103	1461	109/4000	-	184/1750	-	1421	1450
D	Signature Nav dCi 130	-	5	24795	10910	6-M	18	118	9.9	62.8	117	1598	129/4000	-	236/1750	-	1429	1800
D	Signature Nav dCi 130 4WD	-	5	26295	11570	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1536	1800

Scenic

Rating ★★★★

Spacious, comfortable, frugal and stylish, and all mated to a decent driving experience too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	XMOD Dynamique Nav dCi 110	-	5	21395	8558	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1457	1300
D	XMOD Dynamique Nav dCi 110 Auto	-	5	22495	8998	6-A	19	112	13.4	64.2	114	1461	109/4000	-	177/1750	-	1479	1300
D	XMOD Dynamique Nav dCi 130	-	5	22495	8998	6-M	24	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1511	1300
D	Dynamique Nav dCi 110	-	5	21395	8558	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	Dynamique Nav dCi 110 Auto	-	5	22495	8998	6-A	19	112	13.4	64.2	114	1461	109/4000	-	177/1750	-	1461	1300
D	Dynamique Nav dCi 130	-	5	22495	8998	6-M	23	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1490	1300
D	LImited Nav dCi 110	-	5	21895	8758	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	LImited Nav dCi 110 Auto	-	5	22995	9198	6-A	19	112	13.4	64.2	114	1461	109/4000	-	177/1750	-	1461	1300
D	LImited Nav dCi 130	-	5	22995	9198	6-M	23	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1505	1300
D	Grand Dynamique Nav dCi 110	-	5	22615	9046	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Dynamique Nav dCi 110 Auto	-	5	23715	9486	6-A	19	112	14.3	64.2	114	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Dynamique Nav dCi 130	318	5	23715	9486	6-M	24	121	11.1	64.2	114	1598	129/4000	-	236/1750	-	1563	1300
D	Grand Limited Nav dCi 110	-	5	23115	9246	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Limited Nav dCi 110 Auto	-	5	24215	9686	6-A	19	112	14.3	64.2	114	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Limited Nav dCi 130	-	5	24215	9686	6-M	24	121	11.1	64.2	114	1598	129/4000	-	236/1750	-	1600	1300

SEAT

UK dealers: 123 **Warranty:** 3 years/60,000miles **Servicing:** Variable Schedule

Mii

Rating ★★★★

Part of the up! and Citigo trio, it's great value, good to drive, and cheap to run. What more could you want?

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE Ecomotive 1.0 12V	-	3	10145	4261	5-M	tba	tba	tba	68.9	95	999	tba	-	tba	-	tba	tba
P	SE Ecomotive 1.0 12V	-	5	10495	4408	5-M	tba	tba	tba	68.9	95	999	tba	-	tba	-	tba	tba

New Ibiza

Rating ★★★★

It may look like the previous car, but under the skin it's got new tech and a fresh interior. More frugal, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SC SE 1.0 EcoTSI	-	3	13525	5410	5-M	14	119	10.4	68.9	94	999	94/5000	-	118/1500	-	1095	500
D	SC FR 1.4 TDI	-	3	16885	7767	5-M	18	119	9.9	78.5	95	1422	103/3500	-	184/1750	-	1161	1100
D	S 1.4 TDI	-	5	14645	5858	5-M	13	106	12.9	74.3	101	1422	74/3500	-	155/1750	-	1150	1000
P	SE 1.0 EcoTSI	-	5	13975	5590	5-M	14	119	10.4	68.9	94	999	94/5000	-	118/1500	-	1095	500
D	SE 1.4 TDI Ecomotive	-	5	15575	6230	5-M	13	107	13.0	83.1	88	1422	74/3500	-	155/1750	-	1155	1000
D	FR 1.4 TDI	-	5	17335	7974	5-M	18	119	9.9	78.5	95	1422	103/3500	-	184/1750	-	1161	1100
P	ST SE 1.0 EcoTSI	-	5	14675	5577	5-M	14	119	10.8	68.9	94	999	94/5000	-	118/1500	-	1145	500
D	ST SE 1.4 TDI Ecomotive	-	5	16275	6185	5-M	13	107	13.5	80.7	90	1422	74/3500	-	155/1750	-	1205	1000
D	ST FR 1.4 TDI Auto	-	5	18570	7799	7-A	15	113	11.4	76.3	99	1422	89/3500	-	170/1750	-	1233	1100
D	ST FR 1.4 TDI	-	5	18035	7575	5-M	18	119	10.3	76.3	97	1422	103/3500	-	184/1750	-	1211	1100

Toledo

Rating ★★★½

It's keenly priced and shares a design with the Skoda Rapid, making it one of the most spacious cars in its class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.4 TDI Auto	-	5	17215	6886	7-A	14	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1255	1200
D	SE 1.6 TDI	-	5	17380	6952	5-M	17	125	10.0	67.3	109	1598	114/3500	-	184/1500	-	1292	1200
D	Style 1.6 TDI	-	5	18800	7520	5-M	17	125	10.0	67.3	109	1598	114/3500	-	184/1500	-	1292	1200
D	Style Advanced 1.6 TDI	-	5	19590	7836	5-M	17	125	10.0	67.3	109	1598	114/3500	-	184/1500	-	1292	1200

LONG TERM TEST

Leon

Rating ★★★★½

A Golf in a sporty Spanish outfit, it's a well-balanced combination of style, solidity and refinement.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SC SE 1.6 TDI	-	3	19100	7258	5-M	15	121	10.4	74.3	99	1598	109/3250	-	184/1750	-	1240	1500
D	SC SE 1.6 TDI Auto	-	3	20350	7733	7-A	15	121	10.4	74.3	99	1598	109/3250	-	184/1750	-	1261	1000
D	SC FR 2.0 TDI	-	3	22055	9704	6-M	20	134	8.3	67.3	108	1968	148/3500	-	236/1750	-	1285	1600
D	SC FR 2.0 TDI Auto	-	3	23405	10298	6-A	20	131	8.3	62.8	117	1968	148/3500	-	236/1750	-	1305	1600
D	SC FR 2.0 TDI	320	3	23045	11062	6-M	26	142	7.4	65.7	113	1968	181/3500	-	280/1750	-	1350	1600
D	SC FR 2.0 TDI Auto	-	3	24395	11710	6-A	26	140	7.4	61.4	120	1968	181/3500	-	280/1750	-	1370	1600
D	S 1.6 TDI	-	5	18230	6927	5-M	15	121	10.5	74.3	99	1598	109/3250	-	184/1750	-	1260	1500
D	SE 1.6 TDI	-	5	19400	7372	5-M	15	121	10.5	74.3	99	1598	109/3250	-	184/1750	-	1260	1500
D	SE 1.6 TDI Auto	-	5	20650	7847	7-A	15	121	10.5	74.3	99	1598	109/3250	-	184/1750	-	1280	1000
D	SE 1.6 TDI Ecomotive	328	5	20390	8156	6-M	14	124	10.5	83.1	89	1598	109/3200	-	184/1500	-	1260	1000
D	SE 2.0 TDI	-	5	20750	9130	6-M	19	134	8.4	68.9	106	1968	148/3500	-	236/1750	-	1305	1600
D	SE 2.0 TDI Auto	-	5	22000	9680	6-A	19	131	8.4	64.2	115	1968	148/3500	-	236/1750	-	1335	1600
D	FR 2.0 TDI	320	5	22355	9836	6-M	20	134	8.4	67.3	108	1968	148/3500	-	236/1750	-	1305	1600
D	FR 2.0 TDI Auto	-	5	23705	10430	6-A	20	131	8.4	62.8	117	1968	148/3500	-	236/1750	-	1335	1600
D	FR 2.0 TDI	-	5	23345	11206	6-M	26	142	7.5	65.7	113	1968	181/3500	-	280/1750	-	1370	1600
D	FR 2.0 TDI Auto	-	5	24695	11854	6-A	26	140	7.5	61.4	120	1968	181/3500	-	280/1750	-	1390	1600
D	ST S 1.6 TDI	-	5	19225	7306	5-M	15	121	10.9	72.4	102	1598	109/3250	-	184/1750	-	1305	1500
D	ST SE 1.6 TDI	-	5	20395	7750	5-M	15	121	10.9	72.4	102	1598	109/3250	-	184/1750	-	1305	1500
D	ST SE 1.6 TDI Auto	-	5	21645	8225	7-A	15	121	10.9	72.4	102	1598	109/3250	-	184/1750	-	1326	1500
D	ST SE 1.6 TDI Ecomotive	-	5	21385	8554	6-M	14	124	10.6	83.1	89	1598	109/3200	-	184/1500	-	1280	1000
D	ST SE 2.0 TDI	-	5	21745	9568	6-M	19	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1358	1600
D	ST SE 2.0 TDI Auto	-	5	22995	10118	6-A	19	131	8.6	64.2	115	1968	148/3500	-	236/1750	-	1388	1600
D	ST FR 2.0 TDI	330	5	23350	10274	6-M	20	134	8.6	67.3	108	1968	148/3500	-	236/1750	-	1358	1600
D	ST FR 2.0 TDI Auto	-	5	24700	10868	6-A	20	131	8.6	62.8	117	1968	148/3500	-	236/1750	-	1388	1600
D	ST FR 2.0 TDI	-	5	24340	11683	6-M	26	142	7.8	62.8	116	1968	181/3500	-	280/1750	-	1415	1600
D	ST FR 2.0 TDI Auto	-	5	25690	12331	6-A	26	140	7.8	61.4	120	1968	181/3500	-	280/1750	-	1435	1600
D	X-PERIENCE SE 2.0 TDI	-	5	24920	10965	6-M	19	129	8.7	58.9	125	1968	148/3500	-	251/1750	-	1491	2000
D	X-PERIENCE SE Technology 2.0 TDI	-	5	26905	11838	6-M	20	129	8.7	58.9	125	1968	148/3500	-	251/1750	-	1491	2000
D	X-PERIENCE SE Technology 2.0 TDI Auto	-	5	29880	14342	6-A	23	137	7.1	57.6	129	1968	181/3500	-	280/1750	-	1529	2000

New Alhambra

Rating ★★★★

Our favourite MPV for 2011 and 2012 is civilised to drive and roomy. Beats the Galaxy and Sharan for price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI Ecomotive	-	5	26775	14459	6-M	19	126	10.2	56.5	130	1968	148/3500	-	251/1750	-	1849	2200
D	S 2.0 TDI Auto	-	5	28075	15161	6-A	19	124	10.4	54.3	136	1968	148/3500	-	251/1750	-	1870	2200
D	SE 2.0 TDI Ecomotive	-	5	28675	15485	6-M	19	126	10.2	55.4	132	1968	148/3500	-	251/1750	-	1849	2200
D	SE 2.0 TDI Auto	-	5	29975	16187	6-A	19	124	10.4	54.3	137	1968	148/3500	-	251/1750	-	1870	2200
D	Style Advanced 2.0 TDI Ecomotive	-	5	31760	17150	6-M	20	126	10.2	55.4	132	1968	148/3500	-	251/1750	-	1849	2200
D	Style Advanced 2.0 TDI Auto	-	5	33060	17852	6-A	20	124	10.4	54.3	137	1968	148/3500	-	251/1750	-	1870	2200
D	Style Advanced 2.0 TDI	-	5	33185	17920	6-M	23	133	9.4	53.3	139	1968	181/3500	-	280/1750	-	1881	2200
D	Style Advanced 2.0 TDI Auto	-	5	34485	18622	6-A	23	135	8.9	53.3	139	1968	181/3500	-	280/1750	-	1879	2200
D	SE Lux 2.0 TDI Ecomotive	-	5	32115	17342	6-M	20	126	10.2	55.4	132	1968	148/3500	-	251/1750	-	1849	2200
D	SE Lux 2.0 TDI Auto	-	5	33415	18044	6-A	20	124	10.4	54.3	137	1968	148/3500	-	251/1750	-	1870	2200
D	SE Lux 2.0 TDI	-	5	33540	18112	6-M	23	133	9.4	53.3	139	1968	181/3500	-	280/1750	-	1881	2200
D	SE Lux 2.0 TDI Auto	-	5	34840	18814	6-A	23	135	8.9	53.3	139	1968	181/3500	-	280/1750	-	1879	2200

SKODA

UK dealers: 134 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule

Citigo

Rating ★★★★½

Cheapest sub-100g/km models of the VW Group small car trio. Great to drive, comfortable and looks classy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 MPI GreenTech	-	3	9495	4937	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE 1.0 MPI GreenTech	-	5	9845	5316	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	3	10075	5239	5-M	tba	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	5	10425	5630	5-M	tba	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	3	10465	5442	5-M	tba	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	5	10815	5840	5-M	tba	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0

New Fabia

Rating ★★★★

Latest car is both smarter and more frugal, with sharper looks and better equipment. It's pricier, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.4 TDI	-	5	14090	5918	5-M	12	113	11.1	78.5	93	1422	89/3000	-	170/1750	-	1081	1100
D	S 1.4 TDI Auto	-	5	15090	6338	7-A	12	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE 1.4 TDI	-	5	15450	6489	5-M	10	113	11.1	78.5	93	1422	89/3000	-	170/1750	-	1081	1100
D	SE 1.4 TDI Auto	-	5	16450	6909	7-A	10	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	335	5	16240	6821	5-M	11	113	11.1	78.5	93	1422	89/3000	-	170/1750	-	1081	1100
D	SE L 1.4 TDI Auto	-	5	17240	7241	7-A	11	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	-	5	16840	7073	5-M	12	120	10.1	78.5	95	1422	103/3500	-	184/1750	-	1090	1100
D	Monte Carlo 1.4 TDI	-	5	17275	7256	5-M	11	113	11.1	78.5	93	1422	89/3000	-	170/1750	-	1081	1100
D	Monte Carlo 1.4 TDI	-	5	17875	7508	5-M	12	120	10.1	78.5	95	1422	103/3500	-	184/1750	-	1090	1100
D	Estate S 1.4 TDI	-	5	15090	6338	5-M	10	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate S 1.4 TDI Auto	-	5	16090	6758	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE 1.4 TDI	-	5	16595	6970	5-M	10	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE 1.4 TDI Auto	-	5	17595	7390	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17385	7302	5-M	11	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE L 1.4 TDI Auto	-	5	18385	7722	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17985	7554	5-M	12	122	10.2	76.4	97	1422	103/3500	-	184/1750	-	1114	1100
D	Estate Monte Carlo 1.4 TDI	-	5	18140	7619	5-M	11	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate Monte Carlo 1.4 TDI	-	5	18740	7871	5-M	12	122	10.2	76.4	97	1422	103/3500	-	184/1750	-	1114	1100

LONG TERM TEST

Rapid

Rating ★★★½

You want a hatch that has bags of room and plenty of vroom? Here's a versatile option from Skoda.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.4 TDI	-	5	16280	6512	5-M	14	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	S 1.4 TDI Auto	-	5	17440	6976	7-A	14	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	S 1.6 TDI	-	5	17160	6864	5-M	17	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	SE 1.4 TDI	-	5	17255	6902	5-M	15	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	SE 1.4 TDI Auto	-	5	18415	7366	7-A	15	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	SE 1.6 TDI	-	5	18135	7254	5-M	17	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	SE L 1.4 TDI	-	5	18005	7202	5-M	15	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	SE L 1.4 TDI Auto	-	5	19165	7666	7-A	15	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	SE L 1.6 TDI	-	5	18885	7554	5-M	17	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	Spaceback S 1.4 TDI	-	5	15300	6120	5-M	14	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback SE Tech 1.4 TDI	-	5	16300	6520	5-M	14	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback SE Tech 1.4 TDI Auto	-	5	17460	6984	7-A	14	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback SE Tech 1.6 TDI	-	5	17100	6840	5-M	17	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200
D	Spaceback SE Sport 1.4 TDI	-	5	17500	7000	5-M	14	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback SE Sport 1.4 TDI Auto	-	5	18660	7464	7-A	14	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback SE Sport 1.6 TDI	-	5	18300	7320	5-M	17	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200

LONG TERM TEST

Octavia

Rating ★★★★½

Has grace, space and pace. All underpinned by Volkswagen Golf origins. It makes for a cracking combination.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	18300	8052	5-M	14	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	S 1.6 TDI Auto	-	5	19550	8602	7-A	14	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE 1.6 TDI	-	5	19650	8646	5-M	14	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE 1.6 TDI Auto	-	5	20900	9196	7-A	14	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE 2.0 TDI	-	5	20535	9857	6-M	21	135	8.4	70.6	106	1968	148/3500	-	251/1750	-	1257	1600
D	SE 2.0 TDI Auto	-	5	21785	10457	6-A	21	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277	1600
D	GreenLine III 1.6 TDI	328	5	20225	8899	6-M	15	122	10.6	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	SE Business 1.6 TDI	-	5	19650	8646	5-M	14	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE Business 1.6 TDI Auto	-	5	20900	9196	7-A	14	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE Business 1.6 TDI GreenLine III	-	5	20225	8899	6-M	15	122	10.6	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	SE Business 2.0 TDI	-	5	20535	9857	6-M	21	135	8.4	70.6	106	1968	148/3500	-	251/1750	-	1257	1600
D	SE Business 2.0 TDI Auto	-	5	21785	10457	6-A	21	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277	1600
D	SE L 1.6 TDI	-	5	21350	9394	5-M	15	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230	1500

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE L 1.6 TDI Auto	-	5	22600	9944	7-A	15	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE L 2.0 TDI	-	5	22235	10673	6-M	21	135	8.4	70.6	106	1968	148/3500	-	251/1750	-	1257	1600
D	SE L 2.0 TDI Auto	-	5	23485	11273	6-A	21	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277	1600
D	Laurin & Klement 2.0 TDI	-	5	26465	12703	6-M	22	135	8.4	68.9	107	1968	148/3500	-	251/1750	-	1257	1600
D	Laurin & Klement 2.0 TDI Auto	-	5	27715	13303	6-A	22	134	8.5	62.8	117	1968	148/3500	-	251/1750	-	1277	1600
D	vRS 2.0 TDI	315	5	24475	12238	6-M	26	144	8.1	64.2	115	1968	181/3500	-	280/1750	-	1378	1600
D	vRS 2.0 TDI Auto	-	5	25865	12933	6-A	26	143	8.2	60.1	124	1968	181/3500	-	280/1750	-	1398	1600
D	vRS 2.0 TDI 4x4 Auto	-	5	27315	13658	6-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	Estate S 1.6 TDI	-	5	19500	8580	5-M	14	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate S 1.6 TDI Auto	-	5	20750	9130	7-A	14	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE 1.6 TDI	-	5	20850	9174	5-M	14	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate SE 1.6 TDI Auto	-	5	22100	9724	7-A	14	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE 1.6 TDI 4x4	-	5	22300	9812	6-M	13	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360	1700
D	Estate SE 2.0 TDI	-	5	21735	9998	6-M	21	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279	1600
D	Estate SE 2.0 TDI Auto	-	5	22985	10573	6-A	21	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299	1600
D	Estate SE 2.0 TDI 4x4	-	5	23185	10665	6-M	20	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383	2000
D	Estate GreenLine III 1.6 TDI	-	5	21425	9427	6-M	16	121	10.8	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	Estate SE Business 1.6 TDI	-	5	20850	9174	5-M	14	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate SE Business 1.6 TDI Auto	-	5	22100	9724	7-A	14	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE Business 1.6 TDI GreenLine III	-	5	21425	9427	6-M	16	121	10.8	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	Estate SE Business 2.0 TDI	-	5	21735	9998	6-M	21	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279	1600
D	Estate SE Business 2.0 TDI Auto	-	5	22985	10573	6-A	21	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299	1600
D	Estate SE L 1.6 TDI	-	5	22550	9922	5-M	15	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate SE L 1.6 TDI Auto	-	5	23800	10472	7-A	15	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE L 1.6 TDI 4x4	-	5	24000	10560	6-M	13	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360	1700
D	Estate SE L 2.0 TDI	-	5	23435	10780	6-M	21	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279	1600
D	Estate SE L 2.0 TDI Auto	-	5	24685	11355	6-A	21	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299	1600
D	Estate SE L 2.0 TDI 4x4	-	5	24885	11447	6-M	21	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383	2000
D	Estate Laurin & Klement 2.0 TDI	-	5	27665	12726	6-M	22	134	8.5	68.9	107	1968	148/3500	-	251/1750	-	1279	1600
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	28915	13301	6-A	22	132	8.6	62.8	117	1968	148/3500	-	251/1750	-	1299	1600
D	Estate Laurin & Klement 2.0 TDI 4x4	343	5	29115	13393	6-M	21	132	8.6	60.1	122	1968	148/3500	-	251/1750	-	1383	2000
D	Estate vRS 2.0 TDI	-	5	25675	12324	6-M	26	143	8.2	62.8	117	1968	181/3500	-	280/1750	-	1400	1600
D	Estate vRS 2.0 TDI Auto	-	5	27065	12991	6-A	26	142	8.3	60.1	124	1968	181/3500	-	280/1750	-	1420	1600
D	Estate vRS 2.0 TDI 4x4 Auto	-	5	28515	13687	6-A	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	Scout 2.0 TDI 4x4	-	5	25405	12703	6-M	20	127	9.1	58.9	125	1968	148/3500	-	251/1750	-	1451	2000
D	Scout 2.0 TDI 4x4 Auto	332	5	28200	14100	6-A	22	136	7.8	56.5	129	1968	181/3500	-	280/1750	-	1484	1800

New Superb
Rating ★★★★½

Classier and even more spacious than before, it fits its name better than ever. Strike this car off your list at your peril.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	20040	8016	6-M	12	128	9.9	68.9	108	1598	118/3500	-	184/1500	-	1390	1500
D	S 1.6 TDI Auto	-	5	21440	8576	7-A	12	128	8.6	70.6	105	1598	118/3500	-	184/1500	-	1405	1500
D	SE 1.6 TDI	-	5	21590	8636	6-M	13	128	9.9	68.9	108	1598	118/3500	-	184/1500	-	1390	1500
D	SE 1.6 TDI Auto	-	5	22990	9196	7-A	13	128	8.6	70.6	105	1598	118/3500	-	184/1500	-	1405	1500
D	SE 2.0 TDI	-	5	22090	9278	6-M	18	137	8.8	68.9	108	1968	148/3500	-	251/1750	-	1410	2000
D	SE 2.0 TDI Auto	-	5	23490	9866	6-A	18	135	8.6	62.8	118	1968	148/3500	-	251/1750	-	1425	2000
D	SE 2.0 TDI 4x4	-	5	23590	9908	6-M	18	134	9.0	62.8	119	1968	148/3500	-	251/1750	-	1530	2200
D	SE Business 1.6 TDI	-	5	21590	8636	6-M	13	128	9.9	68.9	108	1598	118/3500	-	184/1500	-	1390	1500
D	SE Business 1.6 TDI Auto	-	5	22990	9196	7-A	13	128	8.6	70.6	105	1598	118/3500	-	184/1500	-	1405	1500
D	SE Business 2.0 TDI	-	5	22090	9278	6-M	18	137	8.8	68.9	108	1968	148/3500	-	251/1750	-	1410	2000
D	SE Business 2.0 TDI Auto	-	5	23490	9866	6-A	18	135	8.6	62.8	118	1968	148/3500	-	251/1750	-	1425	2000
D	SE L Executive 2.0 TDI	-	5	25120	10550	6-M	19	137	8.8	68.9	109	1968	148/3500	-	251/1750	-	1410	2000
D	SE L Executive 2.0 TDI Auto	-	5	26520	11138	6-A	19	135	8.6	62.8	119	1968	148/3500	-	251/1750	-	1425	2000
D	SE L Executive 2.0 TDI 4x4	-	5	26620	11180	6-M	18	134	9.0	61.4	120	1968	148/3500	-	251/1750	-	1530	2200
D	SE L Executive 2.0 TDI	-	5	27320	11474	6-M	24	147	8.0	68.9	107	1968	188/3500	-	295/1750	-	1430	2000
D	SE L Executive 2.0 TDI Auto	-	5	28720	12062	6-A	24	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1480	2000
D	SE L Executive 2.0 TDI 4x4 Auto	-	5	30220	12692	6-A	23	143	7.6	56.5	132	1968	188/3500	-	295/1750	-	1540	2200
D	Laurin & Klement 2.0 TDI	-	5	28740	12071	6-M	20	137	8.8	68.9	109	1968	148/3500	-	251/1750	-	1410	2000
D	Laurin & Klement 2.0 TDI Auto	-	5	30140	12659	6-A	20	135	8.6	62.8	119	1968	148/3500	-	251/1750	-	1425	2000
D	Laurin & Klement 2.0 TDI 4x4	-	5	30240	12701	6-M	19	134	9.0	61.4	120	1968	148/3500	-	251/1750	-	1530	2200
D	Laurin & Klement 2.0 TDI	-	5	30940	12995	6-M	25	147	8.0	68.9	107	1968	188/3500	-	295/1750	-	1430	2000
D	Laurin & Klement 2.0 TDI Auto	-	5	32340	13583	6-A	25	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1480	2000
D	Laurin & Klement 2.0 TDI 4x4 Auto	-	5	33840	14213	6-A	24	143	7.6	56.5	132	1968	188/3500	-	295/1750	-	1540	2200
D	Estate S 1.6 TDI	-	5	21240	9346	6-M	12	127	11.0	67.3	109	1598	118/3500	-	184/1500	-	1410	1500
D	Estate S 1.6 TDI Auto	-	5	22640	9962	7-A	12	127	11.1	70.6	105	1598	118/3500	-	184/1500	-	1425	1500
D	Estate SE 1.6 TDI	-	5	22790	10028	6-M	13	127	11.0	67.3	109	1598	118/3500	-	184/1500	-	1410	1500
D	Estate SE 1.6 TDI Auto	-	5	24190	10644	7-A	13	127	11.1	70.6	105	1598	118/3500	-	184/1500	-	1425	1500
D	Estate SE 2.0 TDI	-	5	23290	10713	6-M	18	135	8.9	68.9	109	1968	148/3500	-	251/1750	-	1430	2000
D	Estate SE 2.0 TDI Auto	-	5	24690	11357	6-A	18	134	9.0	61.4	121	1968	148/3500	-	251/1750	-	1445	2000
D	Estate SE 2.0 TDI 4x4	-	5	24790	11403	6-M	18	132	9.1	61.4	120	1968	148/3500	-	251/1750	-	1550	2200
D	Estate SE Business 1.6 TDI	-	5	22790	10028	6-M	13	127	11.0	67.3	109	1598	118/3500	-	184/1500	-	1410	1500
D	Estate SE Business 1.6 TDI Auto	-	5	24190	10644	7-A	13	127	11.1	70.6	105	1598	118/3500	-	184/1500	-	1425	1500
D	Estate SE Business 2.0 TDI	-	5	23290	10713	6-M	18	135	8.9	68.9	109	1968	148/3500	-	251/1750	-	1430	2000
D	Estate SE Business 2.0 TDI Auto	-	5	24690	11357	6-A	18	134	9.0	61.4	121	1968	148/3500	-	251/1750	-	1445	2000
D	Estate SE L Executive 2.0 TDI	341	5	26320	12107	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1430	2000
D	Estate SE L Executive 2.0 TDI Auto	-	5	27720	12751	6-A	19	134	9.0	60.1	122	1968	148/3500	-	251/1750	-	1445	2000
D	Estate SE L Executive 2.0 TDI 4x4	-	5	27820	12797	6-M	18	132	9.1	60.1	123	1968	148/3500	-	251/1750	-	1550	2200
D	Estate SE L Executive 2.0 TDI	-	5	28520	13119	6-M	24	146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1450	2000
D	Estate SE L Executive 2.0 TDI Auto	-	5	29920	13763	6-A	24	145	7.8	61.4	120	1968	188/3500	-	295/1750	-	1500	2000
D	Estate SE L Executive 2.0 TDI 4x4 Auto	-	5	31420	14453	6-A	23	142	7.7	55.4	135	1968	188/3500	-	295/1750	-	1560	2200
D	Estate Laurin & Klement 2.0 TDI	-	5	29940	13772	6-M	20	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1430	2000
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	31340	14416	6-A	20	134	9.0	60.1	122	1968	148/3500	-	251/1750	-	1445	2000
D	Estate Laurin & Klement 2.0 TDI 4x4	-	5	31440	14462	6-M	19	132	9.1	60.1	123	1968	148/3500	-	251/1750	-	1550	2200
D	Estate Laurin & Klement 2.0 TDI	-	5	32140	14784	6-M	25	146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1450	2000
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	33540	15428	6-A	25	145	7.8	61.4	120	1968	188/3500	-	295/1750	-	1500	2000
D	Estate Laurin & Klement 2.0 TDI 4x4 Auto	-	5	35040	16118	6-A	24	142	7.7	55.4	135	1968	188/3500	-	295/1750	-	1560	2200

LONG TERM TEST

Yeti
Rating ★★★★½

It's a cool family tool with lots of space and great flexibility. It's fun to drive, too, with a selection of frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	18300	10248	5-M	14	111	11.6	62.8	118	1968	109/4000	-	184/3000	-	1377	1500
D	SE 2.0 TDI	-	5	19850	11116	5-M	15	111	11.6	62.8	118	1968	109/4000	-	184/3000	-	1377	1500
D	SE L 2.0 TDI	-	5	21680	12141	5-M	15	111	11.6	62.8	118	1968	109/4000	-	184/3000	-	1377	1500
D	Monte Carlo 2.0 TDI 4x4	-	5	24375	14138	6-M	21	121	9.1	55.4	134	1968	148/4000	-	251/3000	-	1490	2100
D	Monte Carlo 2.0 TDI 4x4 Auto	-	5	25485	14781	6-A	21	119	9.2	51.4	144	1968	148/4000	-	251/3000	-	1510	2100
D	Outdoor S 2.0 TDI	-	5	18300	10248	5-M	14	111	11.6	62.8	118	1968	109/4000	-	184/3000	-	1377	1500
D	Outdoor S 2.0 TDI 4x4	-	5	20030	11217	6-M	14	109	12.2	53.3	137	1968	109/4000	-	184/3000	-	1475	1800
D	Outdoor SE 2.0 TDI	-	5	19850	11116	5-M	15	111	11.6	62.8	118	1968	109/4000	-	184/3000	-	1377	1500
D	Outdoor SE 2.0 TDI 4x4	-	5	21580	12085	6-M	14	109	12.2	53.3	137	1968	109/4000	-	184/3000	-	1475	1800
D	Outdoor SE 2.0 TDI 4x4	-	5	22690	13160	6-M	20	121	9.1	55.4	134	1968	148/4000	-	251/3000	-	1490	2100
D	Outdoor SE 2.0 TDI 4x4 Auto	-	5	23800	13804	6-A	20	119	9.2	51.4	144	1968	148/4000	-	251/3000	-	1510	2100
D	Outdoor SE Business 2.0 TDI	-	5	19850	11116	5-M	15	111	11.6	62.8	118	1968	109/4000	-	184/3000	-	1377	1500
D	Outdoor SE Business 2.0 TDI 4x4	-	5	22690	13160	6-M	20	121	9.1	55.4	134	1968	148/4000	-	251/3000	-	1490	2100
D	Outdoor SE Business 2.0 TDI 4x4 Auto	-	5	23800	13804	6-A	20	119	9.2	51.4	144	1968	148/4000	-	251/3000	-	1510	2100
D	Outdoor SE L 2.0 TDI	-	5	21680	12141	5-M	15	111	11.6	62.8	118	1968	109/4000	-	184/3000	-	1377	1500
D	Outdoor SE L 2.0 TDI 4x4	-	5	24620	14280	6-M	21	121	9.1	55.4	134	1968	148/4000	-	251/3000	-	1490	2100
D	Outdoor SE L 2.0 TDI 4x4 Auto	-	5	25730	14923	6-A	21	119	9.2	51.4	144	1968	148/4000	-	251/3000	-	1510	2100
D	Outdoor Laurin & Klement 2.0 TDI 4x4	-	5	26180	15184	6-M	21	121	9.1	55.4	134	1968	148/4000	-	251/3000	-	1490	2100
D	Outdoor Laurin & Klement 2.0 TDI 4x4 Auto	-	5	27290	15828	6-A	21	119	9.2	51.4	144	1968	148/4000	-	251/3000	-	1510	2100

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

SMART

UK dealers: 52 **Warranty:** 3 years/Unlimited miles **Servicing:** 12,500miles

New fortwo
Rating ★★★½

More refined and grown up than before, with more tech, better economy and lower CO2. It's quite a bit pricier, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	2	11125	4895	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	passion auto	-	2	12120	5333	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	passion	-	2	11720	5157	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	passion auto	-	2	12715	5595	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	prime	-	2	11820	5201	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	prime auto	-	2	12815	5639	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	prime	-	2	12415	5463	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	prime auto	-	2	13410	5900	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	proxy	-	2	11820	5201	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	proxy auto	-	2	12815	5639	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	proxy	-	2	12415	5463	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	proxy auto	-	2	13410	5900	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0

New forfour
Rating ★★★½

Twinned with Renault's Twingo, it's a return for a smart car with the ability to carry more than two.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	5	11620	5113	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	passion auto	-	5	12615	5551	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	passion	-	5	12215	5375	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	passion auto	-	5	13210	5812	6-A	8	102	11.9	67.3	98	898	89/5500	-	100/2500	-	1025	0
P	prime	340	5	12315	5419	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	prime auto	-	5	13310	5856	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	prime	-	5	12910	5680	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	prime auto	-	5	13905	6118	6-A	8	102	11.9	67.3	98	898	89/5500	-	100/2500	-	1025	0
P	night sky prime	-	5	12940	5694	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	night sky prime auto	-	5	13935	6131	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	night sky prime	-	5	13535	5955	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	night sky prime auto	-	5	14530	6393	6-A	8	102	11.9	67.3	98	898	89/5500	-	100/2500	-	1025	0
P	proxy	-	5	12315	5419	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	proxy auto	-	5	13310	5856	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	proxy	-	5	12910	5680	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	proxy auto	-	5	13905	6118	6-A	8	102	11.9	67.3	98	898	89/5500	-	100/2500	-	1025	0
P	night sky proxy	-	5	12940	5694	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	night sky proxy auto	-	5	13935	6131	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	night sky proxy	-	5	13535	5955	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	night sky proxy auto	-	5	14530	6393	6-A	8	102	11.9	67.3	98	898	89/5500	-	100/2500	-	1025	0

SSANGYONG

UK dealers: 60 **Warranty:** 5 years/Unlimited miles **Servicing:** 12,500miles

Tivoli
Rating ★★★★

SsangYong goes Juke chasing with it's incredibly spacious compact crossover. The diesel engine is a gem, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE	-	5	14200	6248	6-M	17	122	tba	65.7	113	1597	113/3400	-	221/1500	-	1355	1500
D	EX	-	5	15850	6974	6-M	17	122	tba	65.7	113	1597	113/3400	-	221/1500	-	1355	1500
D	EX Auto	-	5	16850	7414	6-A	17	122	tba	51.4	146	1597	113/3400	-	221/1500	-	1355	1500
D	EX 4WD	-	5	17100	7524	6-M	17	109	tba	60.1	123	1597	113/3400	-	221/1500	-	1390	1500
D	ELX	-	5	17250	7590	6-M	19	122	tba	65.7	113	1597	113/3400	-	221/1500	-	1355	1500
D	ELX Auto	-	5	18250	8030	6-A	19	122	tba	51.4	146	1597	113/3400	-	221/1500	-	1355	1500
D	ELX 4WD	-	5	18500	8140	6-M	19	109	tba	60.1	123	1597	113/3400	-	221/1500	-	1390	1500
D	ELX 4WD Auto	-	5	19500	8580	6-A	19	109	tba	47.9	156	1597	113/3400	-	221/1500	-	1390	1500

Korando
Rating COMING SOON

Korando's better than ever, with steady improvements and greater refinement. It's good value with excellent warranty.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 SE	-	5	15995	7678	6-M	24	115	9.9	53.3	139	2157	176/4000	-	295/1400	-	1701	2000
D	2.2 SE 4WD	-	5	17495	8398	6-M	25	115	9.9	48.7	152	2157	176/4000	-	295/1400	-	1782	2000
D	2.2 EX	-	5	17495	8398	6-M	25	115	9.9	53.3	139	2157	176/4000	-	295/1400	-	1701	2000
D	2.2 EX 4WD	-	5	18995	9118	6-M	25	115	9.9	48.7	152	2157	176/4000	-	295/1400	-	1782	2000
D	2.2 ELX 4WD	-	5	20995	10078	6-M	26	115	9.9	48.7	152	2157	176/4000	-	295/1400	-	1782	2000
D	2.2 ELX 4WD Auto	-	5	22495	10798	6-A	26	115	9.9	41.5	177	2157	176/4000	-	295/1400	-	1797	2000

Turismo
Rating COMING SOON

It's no oil painting, but it is an absolute bargain to buy. It's boat-like to drive, and majors on interior spaciousness.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 SE	-	5	18995	6078	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.2 EX	-	5	20995	6718	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.2 EX Auto	-	5	22495	7198	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.2 ELX Auto	-	5	24995	7998	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba

Rexton
Rating ★★★

The Rexton name returns. Heavyweight SUV with excellent towing capacity and better quality than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 SE	-	5	22995	10118	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.2 EX	-	5	25495	11218	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.2 EX Auto	-	5	26995	11878	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.2 ELX Auto	-	5	28995	12758	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba

Korando Sports
Rating ★★★

Multi-talented pick up fit for fields and the fast lane. It's cracking value, but steering is a touch numb on road though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SX 4WD	-	4	17938	7893	6-M	5	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D	EX 4WD	-	4	20338	8949	6-M	6	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D	EX 4WD Auto	-	4	22138	9741	6-A	6	106	-	35.3	212	1998	153/4000	-	266/1500	-	2110	2700

SUBARU

UK dealers: 69 **Warranty:** 5 years/100,000miles **Servicing:** 12,000miles

XV
Rating ★★★½

Subaru joins the smart crossover set. XV makes sense as a diesel do-it-all. Boxer engine a gem.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D SE	317	5	23995	11518	6-M	26	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600
D	2.0D SE Premium	-	5	25995	12478	6-M	27	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600

Forester
Rating ★★★

More chunky estate than SUV, powered by charismatic Boxer engine. Rugged, ready and now revised.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D X	-	5	24995	11498	6-M	24	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1552	2000
D	2.0D X Lineartronic	-	5	26495	12188	CVT	24	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
D	2.0D XC	317	5	26995	12418	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1552	2000
D	2.0D XC Lineartronic	341	5	28495	13108	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
D	2.0D XC Premium	-	5	29495	13568	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1567	2000
D	2.0D XC Premium Lineartronic	-	5	30995	14258	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1622	2000

New Outback
Rating ★★★★

Fifth generation Outback is cheaper than before, yet more sophisticated. A leap forward in every direction.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D SE	-	5	27995	11758	6-M	22	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
D	2.0D SE Lineartronic	-	5	29995	12598	CVT	18	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800
D	2.0D SE Premium	-	5	30995	13018	6-M	23	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
D	2.0D SE Premium Lineartronic	-	5	32995	13858	CVT	19	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800

SUZUKI

UK dealers: 151 **Warranty:** 3 years/60,000miles **Servicing:** 12,500miles (9,000miles Swift)

Celerio
Rating ★★★½

It may sound like a vegetable, but it's a capable and frugal city car that replaces the Alto and Splash.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1.0 SZ2	-	5	6999	2660	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P	1.0 SZ3	-	5	7999	3040	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P	1.0 SZ3 Dualjet	-	5	8499	3230	5-M	7	96	13.0	78.4	84	998	67/6000	-	69/3500	-	845	400

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Celerio (continued)

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
1.0 SZ4	P	-	5	8999	3420	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
1.0 SZ4 AGS	P	-	5	9799	3724	5-A	7	96	16.4	65.7	99	998	67/6000	-	66/3500	-	840	400

Swift
Rating ★★★½

Cute looks, keen pricing and good fuel economy. New tax-free model steers and goes nicely.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
1.2 SZ4 Dualjet	P	336	5	12699	5588	5-M	11	103	12.3	65.7	99	1242	89/6000	-	89/4400	-	1030	1000

LONG TERM TEST
Vitara
Rating ★★★½

Cute looks, bargain pricing and good fuel economy. New tax-free model is fun to drive and goes nicely.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
1.6 DDiS SZ-T	D	-	5	16999	8160	6-M	21	112	11.5	70.6	106	1598	118/3750	-	236/1750	-	1230	1500
1.6 DDiS SZ5	D	342	5	19499	9360	6-M	17	112	11.5	70.6	106	1598	118/3750	-	236/1750	-	1230	1500
1.6 DDiS SZ5 Allgrip	D	-	5	21299	10224	6-M	17	112	12.4	67.2	111	1598	118/3750	-	236/1750	-	1295	1500

LONG TERM TEST
SX4 S-Cross
Rating ★★★½

Suzuki attempts to take on the Qashqai, with class leading fuel economy and CO2 emissions.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
1.6 DDiS SZ-T	D	-	5	19999	9600	6-M	20	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
1.6 DDiS SZ5	D	-	5	21999	10560	6-M	19	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
1.6 DDiS SZ-T Allgrip	D	-	5	21799	10464	6-M	18	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500
1.6 DDiS SZ5 Allgrip	D	-	5	23799	11424	6-M	19	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500
1.6 DDiS SZ5 Allgrip Auto	D	-	5	25149	12072	6-A	18	108	13.0	62.8	119	1598	118/3750	-	236/1750	-	1400	1500

TESLA

UK dealers: 8 **Warranty:** 4 years/50,000miles **Servicing:** 12,500 miles

Model S
Rating ★★★★½

Just one word describes the Model S and that's sensational. It's got serious road presence and is affordable to run.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
70	E	-	5	45800	22900	1-A	tba	140	5.5	(260)	0	-	-	311	-	325	tba	tba
70D	E	-	5	50000	25000	1-A	50	140	5.2	(275)	0	-	-	324	-	387	tba	tba
85	E	-	5	54000	27000	1-A	tba	140	5.4	(310)	0	-	-	368	-	325	tba	tba
85D	E	-	5	58200	29100	1-A	50	155	4.2	(330)	0	-	-	411	-	485	tba	tba
P85D	E	-	5	74900	37450	1-A	50	155	3.1	(305)	0	-	-	752	-	713	tba	tba
P85D with Ludicrous Speed Upgrade	E	-	5	83200	41600	1-A	50	155	2.8	(305)	0	-	-	752	-	713	tba	tba
P90D	E	-	5	77400	38700	1-A	50	155	3.1	(323)	0	-	-	752	-	713	tba	tba

TOYOTA

UK dealers: 148 **Warranty:** 5 years/100,000miles (Hilux 3 years/60,000 miles)
Servicing: 10,000miles (Verso/Avensis 12,500miles)

Aygo
Rating ★★★½

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
x 1.0 VVT-i	P	-	3	8845	3361	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
x 1.0 VVT-i	P	-	5	9245	3698	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
x-play 1.0 VVT-i	P	-	3	10045	3817	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
x-play 1.0 VVT-i	P	-	5	10445	4178	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
x-play 1.0 VVT-i x-shift	P	-	5	11145	4458	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
x-pression 1.0 VVT-i	P	-	3	11245	4273	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
x-pression 1.0 VVT-i	P	-	5	11645	4658	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
x-pression 1.0 VVT-i x-shift	P	-	5	12345	4938	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
x-pression with x-wave 1.0 VVT-i	P	339	5	12540	5016	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
x-pression with x-wave 1.0 VVT-i x-shift	P	-	5	13240	5296	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
x-pure 1.0 VVT-i	P	-	3	11445	4349	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
x-pure 1.0 VVT-i	P	-	5	11845	4738	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
x-pure 1.0 VVT-i x-shift	P	-	5	12545	5018	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
x-cite 1.0 VVT-i	P	-	3	11445	4349	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
x-cite 1.0 VVT-i	P	-	5	11845	4738	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
x-cite 1.0 VVT-i x-shift	P	-	5	12545	5018	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
x-clusive 1.0 VVT-i	P	-	3	11545	4387	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
x-clusive 1.0 VVT-i	P	-	5	11945	4778	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
x-clusive 1.0 VVT-i x-shift	P	-	5	12645	5058	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0

Yaris
Rating ★★★½

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 1.0 VVT-i	P	-	3	10995	4178	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
Active 1.0 VVT-i	P	-	5	11595	4406	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
Hybrid Active 1.5 VVT-i	PE	-	5	15295	7342	CVT	10	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1085	0
Icon 1.0 VVT-i	P	-	3	12745	4843	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
Icon 1.0 VVT-i	P	-	5	13345	5071	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
Icon 1.4 D-4D	D	-	5	15595	6550	6-M	11	109	10.8	80.7	91	1364	89/3800	-	151/1800	-	1105	780
Hybrid Icon 1.5 VVT-i	PE	-	5	16195	7774	CVT	10	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1085	0
Hybrid Sport 1.5 VVT-i	PE	-	5	16695	8014	CVT	11	103	11.8	78.5	82	1497	74/4800	60	82/3600	125	1085	0
Hybrid Excel 1.5 VVT-i (15-inch wheels)	PE	-	5	17695	8494	CVT	11	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1160	0
Hybrid Excel 1.5 VVT-i (16-inch wheels)	PE	-	5	17695	8494	CVT	11	103	11.8	78.5	82	1497	74/4800	60	82/3600	125	1160	0

New Auris
Rating ★★★½

Sharper looks than before, but the driving experience isn't a great deal sharper. Keenly priced and great warranty though.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active Hybrid 1.8 VVT-i	PE	-	5	20045	9221	CVT	12	112	10.9	80.7	79	1798	98/5200	80	105/4000	153	1415	0
Icon 1.6 D-4D	D	-	5	19895	8356	6-M	14	121	10.5	67.3	108	1598	110/4000	-	199/1750	-	1435	1300
Icon Hybrid 1.8 VVT-i	PE	-	5	21095	9704	CVT	12	112	10.9	78.5	82	1798	98/5200	80	105/4000	153	1415	0
Business Edition 1.4 D-4D	D	-	5	20295	8524	6-M	9	112	12.5	80.7	92	1364	89/3800	-	151/1400	-	1315	1000
Business Edition 1.6 D-4D	D	-	5	20695	8692	6-M	14	121	10.5	67.3	108	1598	110/4000	-	199/1750	-	1435	1300
Business Edition Hybrid 1.8 VVT-i	PE	-	5	21895	10072	CVT	12	112	10.9	78.5	82	1798	98/5200	80	105/4000	153	1415	0
Design 1.6 D-4D	D	-	5	20695	8692	6-M	14	121	10.5	65.7	110	1598	110/4000	-	199/1750	-	1435	1300
Design Hybrid 1.8 VVT-i	PE	-	5	21895	10072	CVT	12	112	10.9	72.4	91	1798	98/5200	80	105/4000	153	1425	0
Excel 1.6 D-4D	D	-	5	23285	9780	6-M	14	121	10.5	65.7	110	1598	110/4000	-	199/1750	-	1435	1300
Excel Hybrid 1.8 VVT-i	PE	-	5	24395	11222	CVT	12	112	10.9	72.4	91	1798	98/5200	80	105/4000	153	1425	0
Touring Sports Active Hybrid 1.8 VVT-i	PE	-	5	21145	9727	CVT	12	112	11.2	80.7	81	1798	98/5200	80	105/4000	153	1425	0
Touring Sports Icon 1.6 D-4D	D	-	5	20995	8818	6-M	14	121	10.7	67.3	108	1598	110/4000	-	199/1750	-	1480	1300
Touring Sports Icon Hybrid 1.8 VVT-i	PE	-	5	22195	10210	CVT	12	112	11.2	78.5	83	1798	98/5200	80	105/4000	153	1425	0
Touring Sports Business Edition 1.4 D-4D	D	-	5	21395	8986	6-M	9	112	13.0	68.9	106	1364	89/3800	-	151/1400	-	1385	1000
Touring Sports Business Edition 1.6 D-4D	D	342	5	21795	9154	6-M	14	121	10.7	67.3	108	1598	110/4000	-	199/1750	-	1480	1300
Touring Sports Business Edition Hybrid 1.8 VVT-i	PE	-	5	22995	10578	CVT	12	112	11.2	78.5	83	1798	98/5200	80	105/4000	153	1425	0
Touring Sports Design 1.6 D-4D	D	-	5	21795	9154	6-M	14	121	10.7	65.7	110	1598	110/4000	-	199/1750	-	1480	1300
Touring Sports Design Hybrid 1.8 VVT-i	PE	-	5	22995	10578	CVT	12	112	11.2	70.6	92	1798	98/5200	80	105/4000	153	1465	0
Touring Sports Excel 1.6 D-4D	D	-	5	24385	10242	6-M	14	121	10.7	65.7	110	1598	110/4000	-	199/1750	-	1480	1300
Touring Sports Excel Hybrid 1.8 VVT-i	PE	-	5	25495	11728	CVT	12	112	11.2	70.6	92	1798	98/5200	80	105/4000	153	1465	0

LONG TERM TEST
Verso
Rating ★★★½

New BMW-sourced engine and fresh, meaner face brings some much-needed edge to Toyota's MPV.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 1.6 D-4D	D	-	5	20340	10170	6-M	13	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
Icon 1.6 D-4D	D	-	5	22345	11173	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
Trend 1.6 D-4D	D	-	5	23345	11673	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
Trend Plus 1.6 D-4D	D	-	5	25195	12598	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
Excel 1.6 D-4D	D	325	5	24845	12423	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300

New Prius
Rating COMING SOON

More dramatic styling and even better efficiency marks the latest Prius out as something different from the norm.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active Hybrid 1.8 VVT-i	PE	-	5	23295	13511	CVT	tba	tba	tba	tba	tba	1798	tba	tba	tba	tba	tba	tba
Business Edition Hybrid 1.8 VVT-i	PE	-	5	24195	14033	CVT	tba	tba	tba	tba	tba	1799	tba	tba	tba	tba	tba	tba
Business Edition Plus Hybrid 1.8 VVT-i	PE	-	5	25995	15077	CVT	tba	tba	tba	tba	tba	1800	tba	tba	tba	tba	tba	tba
Excel Hybrid 1.8 VVT-i	PE	-	5	27450	15921	CVT	tba	tba	tba	tba	tba	1801	tba	tba	tba	tba	tba	tba

Prius
Rating ★★★½

Good for limbs and luggage, updated original is far more economical and enjoyable. Lacks driving edge though.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
T3 Hybrid 1.8 VVT-i	PE	-	5	21995	12757	CVT	15	112	10.4	72.4	89	1798	98/5200	80	105/4000	153	1365	0
T4 Hybrid 1.8 VVT-i	PE	-	5	23745	13772	CVT	15	112	10.4	70.6	92	1798	98/5200	80	105/4000	153	1365	0
T Spirit Hybrid 1.8 VVT-i	PE	304	5	25295	14671	CVT	15	112	10.4	70.6	92	1798	98/5200	80	105/4000	153	1365	0
T Spirit Hybrid 1.8 VVT-i (with solar roof)	PE	-	5	26845	15570	CVT	15	112	10.4	72.4	89	1798	98/5200	80	105/4000	153	1365	0
Plug-in Hybrid 1.8 VVT-i	PE	-	5	28395	14765	CVT	16	112	11.3	134.5	49	1798	98/5200	80	105/4400	153	1425	0

New Prius+
Rating ★★★½

Updated seven-seat Prius gives great economy and is comfy, but space in the back is tight and it lacks thrills in motion.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Icon Hybrid 1.8 VVT-i	PE	-	5	26995	14577	CVT	15	103	11.3	68.9	96	1798	98/5200	80	105/4000	153	1500	0
Excel Hybrid 1.8 VVT-i	PE	-	5	29245	15792	CVT	15	103	11.3	64.2	101	1798	98/5200	80	105/4000	153	1500	0
Excel Plus Hybrid 1.8 VVT-i	PE	-	5	31245	16872	CVT	16	103	11.3	64.2	101	1798	98/5200	80	105/4000	153	1500	0

New Avensis
Rating ★★★½

Now uprated with BMW engines and sexier styling, and mated to the dependability of the Toyota badge up front.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 1.6 D-4D	D	-	4	19010	7984	6-M	11	115	11.4	67.3	108	1598	110/4000	-	199/1750	-	1490	1600
Business Edition 1.6 D-4D	D	-	4	22155	9305	6-M	12	115	11.4	67.3	109	1598	110/4000	-	199/1750	-	1490	1600
Business Edition 2.0 D-4D	D	-	4	23155	9725	6-M	18	124	9.5	62.8	119	1995	141/4000	-	236/1750	-	1535	1800
Business Edition Plus 1.6 D-4D	D	-	4	23955	10061	6-M	12	115	11.4	67.3	109	1598	110/4000	-	199/1750	-	1490	1600
Business Edition Plus 2.0 D-4D	D	-	4	24955	10481	6-M	19	124	9.5	62.8	119	1995	141/4000	-	236/1750	-	1535	1800
Excel 2.0 D-4D	D	-	4	26795	11254	6-M	19	124	9.5	58.9	124	1995	141/4000	-	236/1750	-	1535	1800
Touring Sports Active 1.6 D-4D	D	-	5	20190	8884	6-M	11	115	11.7	67.3	109	1598	110/4000	-	199/1750	-	1505	1600
Touring Sports Business Edition 1.6 D-4D	D	-	5	23335	10267	6-M	12	115	11.7	67.3	110	1598	110/4000	-	199/1750	-	1505	1600
Touring Sports Business Edition 2.0 D-4D	D	-	5	24335	10707	6-M	18	124	9.8	61.4	120	1995	141/4000	-	236/1750	-	1600	1800
Touring Sports Business Edition Plus 1.6 D-4D	D	-	5	25135	11059	6-M	12	115	11.7	67.3	110	1598	110/4000	-	199/1750	-	1505	1600
Touring Sports Business Edition Plus 2.0 D-4D	D	-	5	26135	11499	6-M	19	124	9.8	61.4	120	1995	141/4000	-	236/1750	-	1600	1800
Touring Sports Excel 2.0 D-4D	D	-	5	28600	12584	6-M	19	124	9.8	58.9	124	1995	141/4000	-	236/1750	-	1600	1800

New RAV4
Rating COMING SOON

Updated crossover includes a hybrid edition for the first time. We've yet to test it, but will do soon.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 2.0 D-4D 2WD	D	-	5	23695	10900	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
Business Edition 2.0 D-4D 2WD	D	-	5	24595	11314	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
Business Edition Plus Hybrid 2.5 2WD	PE	-	5	26195	12050	CVT	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
Icon 2.0 D-4D 2WD	D	-	5	26995	12418	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
Icon Hybrid 2.5 AWD	PE	-	5	29795	13706	CVT	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
Excel 2.0 D-4D 2WD	D	-	5	29295	13476	6-M	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
Excel Hybrid 2.5 AWD	PE	-	5	30795	14166	CVT	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba

RAV4
Rating ★★★

Roomier, better equipped and priced keener, but doesn't go to the top of the class in driving ability.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 2.0 D-4D 2WD	D	-	5	22795	10486	6-M	26	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
Business Edition 2.0 D-4D 2WD	D	-	5	24295	11176	6-M	25	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
Icon 2.0 D-4D 2WD	D	-	5	25295	11636	6-M	26	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
Icon 2.0 D-4D AWD	D	-	5	26300	12098	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
Icon 2.2 D-4D AWD	D	-	5	27100	12466	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
Icon 2.2 D-CAT AWD Auto	D	-	5	28210	12977	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800
Invincible 2.0 D-4D 2WD	D	-	5	27245	12533	6-M	27	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
Invincible 2.0 D-4D AWD	D	-	5	28250	12995	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
Invincible 2.2 D-4D AWD	D	312	5	29050	13363	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
Invincible 2.2 D-CAT AWD Auto	D	-	5	30160	13874	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800

Land Cruiser
Rating ★★★

Bolder and more distinctive than before. It's roomy and indestructable, though top models are pretty expensive.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 2.8 D-4D	D	-	3	35895	20819	6-M	35	109	12.1	39.2	190	2755	174/3400	-	310/1400	-	2010	3000
Active 2.8 D-4D	D	-	5	37695	22617	6-M	35	109	12.1	38.2	194	2755	174/3400	-	310/1400	-	2120	3000
Active 2.8 D-4D Auto	D	-	5	39295	23577	6-A	35	109	12.7	38.2	194	2755	174/3400	-	332/1600	-	2235	3000
Icon 2.8 D-4D Auto	D	-	5	48395	29037	6-A	40	109	12.7	38.2	194	2755	174/3400	-	332/1600	-	2235	3000
Invincible 2.8 D-4D Auto	D	-	5	54895	32937	6-A	41	109	12.7	38.2	194	2755	174/3400	-	332/1600	-	2235	3000

Hilux
Rating ★★★½

More staying power than an angry zombie. It's rough and tough, and now with more frugal engines.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active Double Cab 2.5 D-4D	D	-	4	23255	9302	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
Icon Double Cab 2.5 D-4D	D	-	4	25205	10082	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
Invincible Double Cab 3.0 D-4D	D	-	4	26355	10542	5-M	10	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
Invincible Double Cab 3.0 D-4D Auto	D	306	4	27555	11022	5-A	10	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800
Invincible X Double Cab 3.0 D-4D	D	-	4	28855	11542	5-M	12	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
Invincible X Double Cab 3.0 D-4D Auto	D	-	4	30055	12022	5-A	12	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800

VAUXHALL

UK dealers: 343 **Warranty:** 3 years/60,000miles **Servicing:** 20,000miles

Viva
Rating COMING SOON

Revives a famous name from the past for Vauxhall's new city car challenger. We've yet to test it, but will do soon.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE 1.0i ecoFLEX	P	-	5	8570	2914	5-M	3	106	13.1	65.7	99	999	74/6500	-	70/4500	-	938	0

New Corsa
Rating ★★★★

It may look a lot like an Adam that has mated with the outgoing car, but under the skin it's been significantly upgraded.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Energy 1.3CDTi ecoFLEX	D	-	3	14850	4455	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	3	13485	4046	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	3	13985	4196	5-M	8	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
Design 1.3CDTi ecoFLEX Easytronic	D	-	3	14635	4391	5-A	9	113	13.5	85.6	84	1248	94/3750	-	140/1500	-	tba	1150
SRi 1.0i Turbo ecoFLEX	P	343	3	13735	4121	6-M	9	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
SRi 1.3CDTi ecoFLEX	D	-	3	14155	4247	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SRi 1.3CDTi ecoFLEX	D	-	3	14655	4397	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
SRi VX-Line 1.3CDTi ecoFLEX	D	-	3	15190	4557	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
SRi VX-Line 1.3CDTi ecoFLEX	D	-	3	15690	4707	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SE 1.0i Turbo ecoFLEX	P	-	3	14630	4389	6-M	9	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
SE 1.3CDTi ecoFLEX	D	-	3	15050	4515	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SE 1.3CDTi ecoFLEX	D	-	3	15550	4665	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
Energy 1.3CDTi ecoFLEX	D	-	5	15450	4635	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	5	14085	4226	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	5	14585	4376	5-M	8	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
Design 1.3CDTi ecoFLEX Easytronic	D	-	5	15235	4571	5-A	9	113	13.5	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
SRi 1.3CDTi ecoFLEX	D	-	5	14755	4427	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SRi 1.3CDTi ecoFLEX	D	335	5	15255	4577	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SRi VX-Line 1.3CDTi ecoFLEX	D	-	5	15790	4737	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
SRi VX-Line 1.3CDTi ecoFLEX	D	-	5	16290	4887	5-M	9	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
SE 1.3CDTi ecoFLEX	D	-	5	15650	4695	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SE 1.3CDTi ecoFLEX	D	-	5	16150	4845	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150

Meriva
Rating ★★★★

It does a cool trick with its doors, has more space and it's decent to drive. Price has risen steeply, though.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Exclusiv 1.6CDTi ecoFLEX	D	-	5	20570	5760	6-M	13	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
Exclusiv 1.6CDTi ecoFLEX	D	-	5	20880	5846	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
Exclusiv 1.6CDTi ecoFLEX	D	-	5	21040	6312	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
Tech Line 1.6CDTi ecoFLEX	D	-	5	16995	4759	6-M	12	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
Tech Line 1.6CDTi ecoFLEX	D	-	5	17340	5202	6-M	16	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
SE 1.6CDTi ecoFLEX	D	-	5	21985	6156	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
SE 1.6CDTi ecoFLEX	D	-	5	22145	6644	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150

New Astra
Rating ★★★★

Class-leading frugal engines mixed with a plusher, more upmarket interior and more attractive exterior look.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Design 1.0i Turbo ecoFLEX	P	-	5	15995	5438	5-M	12	124	10.5	65.7	99	999	103/5500	-	125/1800	-	1220	tba
Design 1.0i Turbo ecoFLEX Easytronic	P	-	5	16395	5574	5-A	11	124	11.9	68.9	96	999	103/5500	-	125/1800	-	1230	tba
Design 1.6CDTi	D	-	5	16995	5438	6-M	15	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	1450	tba
Design 1.6CDTi ecoFLEX	D	-	5	17495	5598	6-M	14	124	10.2	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
Design 1.6CDTi	D	-	5	18180	5818	6-M	19	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	1500	tba
Design 1.6CDTi Auto	D	-	5	19500	6240	6-A	19	127	9.1	65.7	115	1598	134/3500	-	236/2000	-	1500	tba

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Tech Line 1.0i Turbo ecoFLEX	-	5	16695	5676	5-M	12	124	10.5	65.7	99	999	103/5500	-	125/1800	-	1220	tba
D	Tech Line 1.6CDTi	-	5	17695	5662	6-M	15	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	1450	tba
D	Tech Line 1.6CDTi ecoFLEX	-	5	18195	5822	6-M	14	124	10.2	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
D	Tech Line 1.6CDTi	-	5	18880	6042	6-M	18	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	1500	tba
D	Tech Line 1.6CDTi Auto	-	5	20200	6464	6-A	19	127	9.1	65.7	115	1598	134/3500	-	236/2000	-	1500	tba
D	Energy 1.6CDTi	-	5	18995	6078	6-M	16	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	1450	tba
D	SRi 1.6CDTi	-	5	19595	6270	6-M	14	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	1450	tba
D	SRi 1.6CDTi ecoFLEX	-	5	20095	6430	6-M	13	124	10.2	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
D	SRi 1.6CDTi	-	5	20780	6650	6-M	16	127	9.0	72.4	103	1598	134/3500	-	236/2000	-	1500	tba
D	SRi 1.6CDTi Auto	-	5	22100	7072	6-A	16	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	1500	tba
D	SRi 1.6CDTi BiTurbo	-	5	21395	6846	6-M	19	137	8.1	68.9	108	1598	158/4000	-	258/1500	-	tba	tba
D	Elite 1.6CDTi	-	5	20315	6501	6-M	16	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	1450	tba
D	Elite 1.6CDTi ecoFLEX	-	5	20815	6661	6-M	15	124	10.2	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
D	Elite 1.6CDTi	-	5	21500	6880	6-M	19	127	9.0	72.4	103	1598	134/3500	-	236/2000	-	1500	tba
D	Elite 1.6CDTi Auto	-	5	22820	7302	6-A	19	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	1500	tba
D	Elite 1.6CDTi BiTurbo	-	5	22115	7077	6-M	21	137	8.1	68.9	108	1598	158/4000	-	258/1500	-	tba	tba
P	ST Design 1.0i Turbo ecoFLEX	-	5	17285	5186	5-M	tba	121	11.0	65.7	99	999	103/5500	-	125/1800	-	tba	tba
P	ST Design 1.0i Turbo ecoFLEX EasyTronic	-	5	17685	5306	5-A	tba	124	12.1	68.9	96	999	103/5500	-	125/1800	-	tba	tba
D	ST Design 1.6CDTi	-	5	18285	5486	6-M	tba	121	10.7	78.5	96	1598	109/3500	-	221/1750	-	tba	tba
D	ST Design 1.6CDTi ecoFLEX	-	5	18785	5636	6-M	tba	121	10.6	85.6	86	1598	109/3500	-	221/1750	-	tba	tba
D	ST Design 1.6CDTi	-	5	19470	5841	6-M	tba	127	9.5	74.3	101	1598	134/3500	-	236/2000	-	tba	tba
D	ST Design 1.6CDTi Auto	-	5	20790	6237	6-A	tba	124	9.5	62.8	119	1598	134/3500	-	236/2000	-	tba	tba
P	ST Tech Line 1.0i Turbo ecoFLEX	-	5	17985	5396	5-M	tba	121	11.0	65.7	99	999	103/5500	-	125/1800	-	tba	tba
D	ST Tech Line 1.6CDTi	-	5	18985	5696	6-M	tba	121	10.7	78.5	96	1598	109/3500	-	221/1750	-	tba	tba
D	ST Tech Line 1.6CDTi ecoFLEX	-	5	19485	5846	6-M	tba	121	10.6	85.6	86	1598	109/3500	-	221/1750	-	tba	tba
D	ST Tech Line 1.6CDTi	-	5	20170	6051	6-M	tba	127	9.5	74.3	101	1598	134/3500	-	236/2000	-	tba	tba
D	ST Tech Line 1.6CDTi Auto	-	5	21490	6447	6-A	tba	124	9.5	62.8	119	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi 1.6CDTi	-	5	20885	6266	6-M	tba	121	10.7	74.3	99	1598	109/3500	-	221/1750	-	tba	tba
D	ST SRi 1.6CDTi ecoFLEX	-	5	21385	6416	6-M	tba	121	10.6	83.1	89	1598	109/3500	-	221/1750	-	tba	tba
D	ST SRi 1.6CDTi	-	5	22070	6621	6-M	tba	127	9.5	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi 1.6CDTi Auto	-	5	23390	7017	6-A	tba	124	9.5	61.4	122	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi 1.6CDTi BiTurbo	-	5	22685	6806	6-M	tba	137	8.4	68.9	108	1598	158/4000	-	258/1500	-	tba	tba
D	ST Elite 1.6CDTi	-	5	21605	6482	6-M	tba	121	10.7	74.3	99	1598	109/3500	-	221/1750	-	tba	tba
D	ST Elite 1.6CDTi ecoFLEX	-	5	22105	6632	6-M	tba	121	10.6	83.1	89	1598	109/3500	-	221/1750	-	tba	tba
D	ST Elite 1.6CDTi	-	5	22790	6837	6-M	tba	127	9.5	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST Elite 1.6CDTi Auto	-	5	24110	7233	6-A	tba	124	9.5	61.4	122	1598	134/3500	-	236/2000	-	tba	tba
D	ST Elite 1.6CDTi BiTurbo	-	5	23405	7022	6-M	tba	137	8.4	68.9	108	1598	158/4000	-	258/1500	-	tba	tba

Astra

Rating ★★★★☆ (4 out of 5)

Arguably one of the better of the hatchback pack, thanks to tip-top performance, space and looks.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 1.3CDTi ecoFLEX	-	5	16835	5387	5-M	12	109	13.8	68.9	109	1248	94/4000	-	140/1750	-	tba	1000
D	Design 1.6CDTi ecoFLEX	-	5	17810	5699	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	Design 1.6CDTi ecoFLEX	-	5	17735	5675	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Design 1.6CDTi ecoFLEX	-	5	18405	5890	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	Design 1.6CDTi ecoFLEX	-	5	18330	5866	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Excite 2.0CDTi ecoFLEX	-	5	20480	6554	6-M	tba	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Limited Edition 2.0CDTi	-	5	20380	6522	6-M	tba	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1500
D	Tech Line 1.6CDTi ecoFLEX	-	5	18985	6075	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	Tech Line 1.6CDTi ecoFLEX	-	5	18910	6051	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Tech Line 1.6CDTi ecoFLEX	-	5	19580	6266	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	Tech Line 1.6CDTi ecoFLEX	-	5	19505	6242	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Tech Line 2.0CDTi ecoFLEX	-	5	19995	6398	6-M	20	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Tech Line 2.0CDTi Auto	-	5	21020	6726	6-A	20	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	Tech Line GT 1.6CDTi ecoFLEX	-	5	19770	6326	6-M	15	115	11.0	70.6	105	1598	134/3500	-	236/2000	-	tba	1350
D	Tech Line GT 1.6CDTi ecoFLEX	-	5	20365	6517	6-M	17	125	9.7	67.3	111	1598	134/3500	-	236/2000	-	tba	1350
D	Tech Line GT 2.0CDTi ecoFLEX	-	5	20855	6674	6-M	21	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1400
D	Tech Line GT 2.0CDTi Auto	-	5	21880	7002	6-A	21	131	8.6	49.6	152	1956	162/4000	-	258/1750	-	tba	1400
D	SRi 1.6CDTi ecoFLEX	-	5	21815	6981	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	SRi 1.6CDTi ecoFLEX	-	5	21740	6957	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	SRi 1.6CDTi ecoFLEX	-	5	22410	7171	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	SRi 1.6CDTi ecoFLEX	-	5	22335	7147	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	SRi 2.0CDTi ecoFLEX	-	5	22825	7304	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	SRi 2.0CDTi Auto	-	5	23850	7632	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	BiTurbo 2.0CDTi	-	5	24205	8230	6-M	26	141	7.8	55.4	134	1956	192/4000	-	295/1750	-	1540	1500
D	Elite 1.6CDTi ecoFLEX	-	5	23250	7440	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	Elite 1.6CDTi ecoFLEX	-	5	23175	7416	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Elite 1.6CDTi ecoFLEX	-	5	23845	7630	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	Elite 1.6CDTi ecoFLEX	-	5	23770	7606	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Elite 2.0CDTi ecoFLEX	-	5	24260	7763	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Elite 2.0CDTi Auto	-	5	25285	8091	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	18830	5649	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	18755	5627	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	19425	5828	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	19350	5805	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	20005	6002	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	19930	5979	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	20600	6180	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	20525	6158	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Tech Line 2.0CDTi ecoFLEX	-	5	21015	6725	6-M	20	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer Tech Line 2.0CDTi Auto	-	5	22040	7053	6-A	20	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	22830	6849	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	22755	6827	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	23425	7028	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	23350	7005	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer SRi 2.0CDTi ecoFLEX	-	5	23840	7629	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer SRi 2.0CDTi Auto	-	5	24870	7958	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
D	Sports Tourer BiTurbo 2.0CDTi	-	5	25220	8575	6-M	26	140	8.1	55.4	134	1956	192/4000	-	295/1750	-	1563	1400
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24265	7280	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24190	7257	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24860	7458	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24785	7436	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Elite 2.0CDTi ecoFLEX	-	5	25275	8088	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer Elite 2.0CDTi Auto	-	5	26305	8418	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300

GTC

Rating ★★★★☆ (4 out of 5)

More rakish edition of the Astra, now simply sporting the GTC badge. Now more frugal thanks to new engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SRi 1.6CDTi ecoFLEX	-	3	22945	7342	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	1500
D	SRi 1.6CDTi ecoFLEX	-	3	23760	8078	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	1500
D	Limited Edition 1.6CDTi ecoFLEX	-	3	24945	7982	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	1500
D	Limited Edition 1.6CDTi ecoFLEX	-	3	25760	8758	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	1500

Zafira Tourer

Rating ★★★★☆ (4 out of 5)

Zafira formula is upgraded to add business-class appeal thanks to chic body and upmarket cabin.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 1.6CDTi ecoFLEX	-	5	20525	7389	6-M	15	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Design 2.0CDTi	-	5	20725	7461	6-M	21	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Design 2.0CDTi Auto	-	5	21845	7864	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Exclusiv 1.6CDTi ecoFLEX	-	5	23840	8582	6-M	17	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Exclusiv 2.0CDTi	-	5	24040	8654	6-M	22	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Exclusiv 2.0CDTi Auto	-	5	25160	9058	6-A	22	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Energy 1.6CDTi ecoFLEX	-	5	23645	8512	6-M	15	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Energy 2.0CDTi	-	5	23845	8584	6-M	21	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Energy 2.0CDTi Auto	-	5	24965	8987	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SRi 1.6CDTi ecoFLEX	-	5	25190	9068	6-M	16	120	10.4	62.7	119	1598	134/3500	-	236/2000	-	tba	1450
D	SRi 2.0CDTi	-	5	25455	9164	6-M	21	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	SRi 2.0CDTi Auto	-	5	26510	9544	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SE 1.6CDTi ecoFLEX	333	5	25475	9171	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	SE 2.0CDTi	-	5	25675	9243	6-M	21	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	SE 2.0CDTi Auto	-	5	26795	9646	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 1.6CDTi ecoFLEX	-	5	22520	8107	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Tech Line 2.0CDTi	-	5	22720	8179	6-M	21	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 2.0CDTi Auto	-	5	23840	8582	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 1.6CDTi ecoFLEX	-	5	26955	9704	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Elite 2.0CDTi	-	5	27220	9799	6-M	21	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 2.0CDTi Auto	-	5	28275	10179	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650

Cascada

Rating ★★★½☆ (3.5 out of 5)

Audi A5-sized soft-top makes use of a mix of Astra and Insignia technology to good effect.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Elite 2.0CDTi	-	2	30425	12170	6-M	25	135	9.6	57.6	129	1956	168/4000	-	295/1750	-	tba	1300

Insignia

Rating ★★★★☆ (4 out of 5)

Sets the benchmark for CO2 emissions in the sector and is plusher, better to drive, yet is cheaper to buy too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 1.6CDTi ecoFLEX	-	5	19774	6328	6-M	17	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	1800
D	Design 1.6CDTi Auto	-	5	21419	6854	6-A	17	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	1800
D	Design 2.0CDTi ecoFLEX	-	5	20574	6584	6-M	22	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Design 2.0CDTi Auto	-	5	22364	7156	6-A	22	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	1800
D	Energy 1.6CDTi ecoFLEX	-	5	23144	7406	6-M	18	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	1800
D	Energy 1.6CDTi Auto	-	5	24919	7974	6-A	18	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	1800
D	Energy 2.0CDTi ecoFLEX	-	5	23944	7662	6-M	23	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Energy 2.0CDTi Auto	-	5	25734	8235	6-A	23	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	1800
D	Limited Edition 1.6CDTi ecoFLEX	-	5	24494	7838	6-M	18	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	1800
D	Limited Edition 1.6CDTi Auto	-	5	26269	8406	6-A	18	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	1800
D	Limited Edition 2.0CDTi ecoFLEX	-	5	25294	8094	6-M	23	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Limited Edition 2.0CDTi Auto	-	5	27084	8667	6-A	23	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	1800
D	SRi 1.6CDTi ecoFLEX	-	5	21574	6904	6-M	17	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	1800
D	SRi 1.6CDTi	-	5	21574	6904	6-M	17	127	10.9	68.9	109	1598	134/3500	-	236/2000	-	tba	1800
D	SRi 1.6CDTi Auto	-	5	23349	7472	6-A	17	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	1800
D	SRi 2.0CDTi ecoFLEX	-	5	22374	7160	6-M	23	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	SRi 2.0CDTi	-	5	22374	7160	6-M	23	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRi 2.0CDTi Auto	-	5	24164	7732	6-A	22	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	1800
D	SRi VX-Line 1.6CDTi	-	5	22794	7294	6-M	17	127	10.9	68.9	109	1598	134/3500	-	236/2000	-	tba	1800
D	SRi VX-Line 1.6CDTi Auto	-	5	24569	7862	6-A	17	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	1800
D	SRi VX-Line 2.0CDTi	-	5	23594	7550	6-M	23	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRi VX-Line 2.0CDTi Auto	-	5	25384	8123	6-A	22	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	1800
D	SE 1.6CDTi ecoFLEX	-	5	21574	6904	6-M	17	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	1800
D	SE 1.6CDTi Auto	-	5	23219	7430	6-A	17	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	1800
D	SE 2.0CDTi ecoFLEX	-	5	22374	7160	6-M	23	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	SE 2.0CDTi Auto	-	5	24164	7732	6-A	22	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	1800
D	Tech Line 1.6CDTi ecoFLEX	-	5	22424	7176	6-M	17	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	1800
D	Tech Line 1.6CDTi Auto	-	5	24069	7702	6-A	18	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	1800
D	Tech Line 2.0CDTi ecoFLEX	-	5	23224	7432	6-M	23	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Tech Line 2.0CDTi Auto	-	5	25014	8004	6-A	23	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	1800
D	Elite 1.6CDTi ecoFLEX	-	5	24204	7745	6-M	18	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	1800
D	Elite 1.6CDTi Auto	-	5	25979	8313	6-A	18	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	1800
D	Elite 2.0CDTi ecoFLEX	-	5	25004	8001	6-M	23	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Elite 2.0CDTi Auto	-	5	26794	8574	6-A	23	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	1800
D	ST Design 1.6CDTi ecoFLEX	-	5	21074	6744	6-M	17	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1700
D	ST Design 1.6CDTi Auto	-	5	22849	7312	6-A	17	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	1700
D	ST Design 2.0CDTi ecoFLEX	-	5	21874	7437	6-M	22	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Design 2.0CDTi Auto	-	5	23689	8054	6-A	22	134	9.9	51.4	145	1956	168/3500	-	295/1750	-	tba	1800
D	ST Energy 1.6CDTi ecoFLEX	-	5	24444	7822	6-M	18	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1700
D	ST Energy 2.0CDTi	-	5	25244	8583	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 1.6CDTi ecoFLEX	-	5	25794	8254	6-M	18	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1700
D	ST Limited Edition 2.0CDTi	-	5	26594	9042	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 2.0CDTi Auto	-	5	28409	9659	6-A	23	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 1.6CDTi ecoFLEX	-	5	22874	7320	6-M	17	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1700
D	ST SRi 1.6CDTi	-	5	22874	7320	6-M	17	124	11.4	65.7	114	1598	134/3500	-	236/2000	-	tba	1700
D	ST SRi 2.0CDTi ecoFLEX	-	5	23674	8049	6-M	23	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 2.0CDTi	-	5	23674	8049	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 2.0CDTi Auto	-	5	25489	8666	6-A	22	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi VX-Line 1.6CDTi	-	5	24094	7710	6-M	17	124	11.4	65.7	114	1598	134/3500	-	236/2000	-	tba	1700
D	ST SRi VX-Line 2.0CDTi	-	5	24894	8464	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi VX-Line 2.0CDTi Auto	-	5	26709	9081	6-A	22	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	1800
D	ST SE 1.6CDTi ecoFLEX	-	5	22874	7320	6-M	17	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1700
D	ST SE 1.6CDTi Auto	-	5	24649	7888	6-A	17	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	1700
D	ST SE 2.0CDTi ecoFLEX	-	5	23674	8049	6-M	23	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 1.6CDTi ecoFLEX	-	5	23724	7592	6-M	17	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1700
D	ST Tech Line 1.6CDTi Auto	-	5	25499	8160	6-A	18	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	1700
D	ST Tech Line 2.0CDTi ecoFLEX	-	5	24524	8338	6-M	23	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 2.0CDTi Auto	-	5	26339	8955	6-A	22	134	9.9	51.4	145	1956	168/3500	-	295/1750	-	tba	1800
D	ST Elite 1.6CDTi ecoFLEX	-	5	25504	8161	6-M	18	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1700
D	ST Elite 1.6CDTi Auto	-	5	27279	8729	6-A	18	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	1700
D	ST Elite 2.0CDTi	-	5	26304	8943	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Elite 2.0CDTi Auto	-	5	28119	9560	6-A	23	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	1800

Mokka

Rating ★★★☆☆ (3 out of 5)

Baby SUV to take on the Juke. It's ready for battle, promising quality and space, albeit being distinctly average to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20614	9895	6-M	13	111	11.7	68.9	109	1598	109/4000	-	221/2000	-	tba	1500
D	Exclusiv 1.6CDTi	-	5	20614	9895	6-M	13	111	11.7	65.7	114	1598	109/4000	-	221/2000	-	tba	1500
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20964	10063	6-M	15	118	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTi	-	5	20964	10063	6-M	15	118	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	Exclusiv 1.6CDTi Auto	-	5	21969	10545	6-A	14	117	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTi 4X4	-	5	22664	10425	6-M	14	116	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi ecoFLEX	-	5	18614	10052	6-M	12	111	11.7	68.9	109	1598	109/4000	-	221/2000	-	tba	1500
D	Tech Line 1.6CDTi	-	5	18614	10052	6-M	12	111	11.7	65.7	114	1598	109/4000	-	221/2000	-	tba	1500
D	Tech Line 1.6CDTi ecoFLEX	-	5	18964	10241	6-M	14	118	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi	-	5	18964	10241	6-M	14	118	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	Tech Line 1.6CDTi Auto	-	5	19979	10789	6-A	13	117	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi 4X4	-	5	20664	10745	6-M	14	116	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi ecoFLEX	-	5	23114	11095	6-M	13	111	11.7	68.9	109	1598	109/4000	-	221/2000	-	tba	1500
D	SE 1.6CDTi	-	5	23114	11095	6-M	13	111	11.7	65.7	114	1598	109/4000	-	221/2000	-	tba	1500
D	SE 1.6CDTi ecoFLEX	-	5	23464	11263	6-M	15	118	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi	-	5	23464	11263	6-M	15	118	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	SE 1.6CDTi Auto	-	5	24469	11745	6-A	14	117	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi 4X4	-	5	25164	11575	6-M	15	116	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Limited Edition 1.6CDTi	-	5	22707	10899	6-M	15	118	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500

Power | Issue tested | Doors | List price £ | Trade-in value | Gearbox | Ins. group | Top speed | 0-62mph | Combined MPG (range) | CO2 g/km | Engine cc | Engine power bhp/rpm | Electric motor power bhp | Engine torque lb ft/rpm | Electirc motor torque lb ft/rpm | Kerb weight (kg) | Towing weight (kg)

Antara

Rating ★★★

Engines are refined and the Antara is pleasant to drive. It's just that the opposition do things a whole lot better.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 2.2CDTi	287	5	21900	9198	6-M	25	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Diamond 2.2CDTi	-	5	22700	9534	6-M	24	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	SE Nav 2.2CDTi 4X4	-	5	27160	11407	6-M	28	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000

VOLKSWAGEN

UK dealers: 206 **Warranty:** 3 years/60,000 miles (Amarok 3 years/100,000 miles)
Servicing: Variable schedule (up and e–up! 10,000 miles)

up!

Rating ★★★★½

Right at the top of the city car class, with great handling, supple ride and upmarket trimmings.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Move up! 1.0	-	3	10285	5143	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
P	Move up! 1.0	-	5	10660	5330	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
P	High up! 1.0	-	3	11860	5930	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
P	High up! 1.0	-	5	12235	6118	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
E	e-up!	332	5	19795	6334	1-A	10	80	12.4	(93)	0	-	-	80	-	155	1139	0

Polo

Rating ★★★★

Upmarket, classy supermini that might look similar, but facelifted Polo has a great new engine and more kit.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.4 TDI	329	3	14845	7126	5-M	13	107	12.9	78.5	93	1422	74/3000	-	155/1500	-	1152	1000
D	SE 1.4 TDI	-	5	15475	7738	5-M	13	107	12.9	78.5	93	1422	74/3000	-	155/1500	-	1177	1000
D	SE Design 1.4 TDI	-	3	15945	7654	5-M	13	107	12.9	78.5	93	1422	74/3000	-	155/1500	-	1152	1000
D	SE Design 1.4 TDI	-	5	16575	8288	5-M	13	107	12.9	78.5	93	1422	74/3000	-	155/1500	-	1177	1000
P	SEL 1.0 TSI	-	3	16310	7503	6-M	18	122	9.3	65.7	99	999	109/5000	-	148/2000	-	1224	1000
P	SEL 1.0 TSI	-	5	16940	7792	6-M	18	122	9.3	65.7	99	999	109/5000	-	148/2000	-	1249	1000
D	SEL 1.4 TDI	-	3	16820	7737	5-M	15	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1151	1100
D	SEL 1.4 TDI	-	5	17450	8376	5-M	15	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1176	1100
P	R-Line 1.0 TSI	-	3	16960	7802	6-M	18	122	9.3	65.7	99	999	109/5000	-	148/2000	-	1224	1000
P	R-Line 1.0 TSI	-	5	17590	8091	6-M	18	122	9.3	65.7	99	999	109/5000	-	148/2000	-	1249	1000
D	R-Line 1.4 TDI	-	3	17470	8036	5-M	16	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1151	1100
D	R-Line 1.4 TDI	-	5	18100	8688	5-M	16	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1176	1100
P	BlueMotion 1.0 TSI	-	3	14780	6799	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1111	500
P	BlueMotion 1.0 TSI	-	5	15410	7089	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1136	500

New Golf

Rating ★★★★

Magnificent seventh effort. Comprehensive rework ensures timeless quality. Lighter and more efficient.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	3	20370	9777	5-M	12	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1299	1500
D	S 1.6 TDI	-	5	21025	10092	5-M	12	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1329	1500
D	BlueMotion 1.6 TDI	328	3	21435	10288	6-M	15	124	10.5	83.1	89	1598	109/3200	-	184/1500	-	1265	1000
D	BlueMotion 1.6 TDI	-	5	22090	10603	6-M	15	124	10.5	83.1	89	1598	109/3200	-	184/1500	-	1295	1000
D	Match Edition 1.6 TDI	-	3	21405	10274	5-M	10	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1299	1500
D	Match Edition 1.6 TDI	342	5	22060	10589	5-M	10	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1329	1500
D	Match Edition 1.6 TDI Auto	-	5	23475	11268	7-A	10	121	10.5	72.4	102	1598	109/3200	-	184/1500	-	1347	1500
D	Match Edition 2.0 TDI	-	3	22770	11385	6-M	16	134	8.6	68.9	106	1968	148/3500	-	251/1750	-	1354	1600
D	Match Edition 2.0 TDI	-	5	23425	11713	6-M	16	134	8.6	68.9	106	1968	148/3500	-	251/1750	-	1384	1600
D	Match Edition 2.0 TDI Auto	-	5	24840	12420	6-A	16	133	8.6	62.8	117	1968	148/3500	-	251/1750	-	1405	1600
P	Match Edition BlueMotion 1.0 TSI	-	3	19840	9523	6-M	14	127	9.7	65.7	99	999	114/5000	-	148/2000	-	1211	1000
P	Match Edition BlueMotion 1.0 TSI	-	5	20495	9838	6-M	14	127	9.7	65.7	99	999	114/5000	-	148/2000	-	1241	1000
P	Match Edition BlueMotion 1.0 TSI Auto	-	5	21910	10517	7-A	14	127	9.7	65.7	99	999	114/5000	-	148/2000	-	1233	1000
D	GT 1.6 TDI	-	3	22755	10922	5-M	13	121	10.5	72.4	101	1598	109/3200	-	184/1500	-	1299	1500
D	GT 1.6 TDI	-	5	23410	11236	5-M	13	121	10.5	72.4	101	1598	109/3200	-	184/1500	-	1329	1500
D	GT 1.6 TDI Auto	-	5	24825	11916	7-A	13	121	10.5	70.6	104	1598	109/3200	-	184/1500	-	1347	1500
D	GT 2.0 TDI	-	3	24120	12060	6-M	16	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1354	1600
D	GT 2.0 TDI	-	5	24775	12387	6-M	16	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1384	1600
D	GT 2.0 TDI Auto	309	5	26190	13095	6-A	16	133	8.6	61.4	119	1968	148/3500	-	251/1750	-	1405	1600
D	R-Line 2.0 TDI	-	3	25115	12557	6-M	17	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1354	1600
D	R-Line 2.0 TDI	-	5	25770	12885	6-M	17	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1384	1600
D	R-Line 2.0 TDI Auto	-	5	27185	13592	6-A	17	133	8.6	61.4	119	1968	148/3500	-	251/1750	-	1405	1600
D	GTD 2.0 TDI	-	3	26935	15083	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/1750	-	1377	1600
D	GTD 2.0 TDI	339	5	27590	15450	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/1750	-	1407	1600
D	GTD 2.0 TDI Auto	-	3	28350	15876	6-A	26	142	7.5	62.8	119	1968	181/3500	-	280/1750	-	1395	1600
D	GTD 2.0 TDI Auto	320	5	29005	16242	6-A	26	142	7.5	61.4	122	1968	181/3500	-	280/1750	-	1425	1600
PE	GTE 1.4 TSI plug-in hybrid Auto	-	5	28755	16103	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
PE	GTE Nav 1.4 TSI plug-in hybrid Auto	338	5	30520	17091	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
E	e-Golf Auto	328	5	26325	7898	1-A	15	87	10.4	(118)	0	-	-	114	-	199	1585	0
D	Estate S 1.6 TDI	-	5	20765	7475	5-M	10	116	12.9	72.4	102	1598	89/2750	-	170/1400	-	1395	1400
D	Estate S 1.6 TDI	-	5	21720	7819	5-M	12	122	11.0	72.4	102	1598	109/3200	-	184/1500	-	1395	1500
D	Estate BlueMotion 1.6 TDI	-	5	22785	8203	6-M	15	124	11.0	80.7	92	1598	109/3200	-	184/1500	-	1391	1000
D	Estate SE 1.6 TDI	-	5	22655	8156	5-M	11	122	11.0	72.4	102	1598	109/3200	-	184/1500	-	1395	1500
D	Estate SE 1.6 TDI Auto	-	5	24070	8665	7-A	11	122	11.0	70.6	104	1598	109/3200	-	184/1500	-	1412	1500
D	Estate SE 2.0 TDI	-	5	24020	8647	6-M	17	135	8.9	67.3	108	1968	148/3500	-	251/1750	-	1436	1600
D	Estate SE 2.0 TDI Auto	-	5	25435	9157	6-A	17	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1454	1600
P	Estate SE BlueMotion 1.0 TSI	-	5	20940	9214	6-M	13	127	10.1	65.7	99	999	114/5000	-	148/2000	-	1280	1100
D	Estate GT 2.0 TDI	-	5	25470	9169	6-M	17	135	8.9	65.7	110	1968	148/3500	-	251/1750	-	1436	1600
D	Estate GT 2.0 TDI Auto	-	5	26885	9679	6-A	17	134	8.9	61.4	120	1968	148/3500	-	251/1750	-	1454	1600
D	Estate GTD 2.0 TDI	344	5	28285	10183	6-M	26	144	7.9	64.2	115	1968	181/3500	-	280/1750	-	1475	1600
D	Estate GTD 2.0 TDI Auto	-	5	29700	10692	6-A	26	142	7.9	58.9	125	1968	181/3500	-	280/1750	-	1495	1600
D	Alltrack 1.6 TDI 4MOTION	-	5	26790	9644	6-M	10	116	12.1	60.1	122	1598	109/3250	-	184/1500	-	1544	1700
D	Alltrack 2.0 TDI 4MOTION	-	5	28155	10136	6-M	17	129	8.9	58.9	125	1968	148/3500	-	251/1750	-	1555	2000
D	Alltrack 2.0 TDI 4MOTION Auto	-	5	30595	11014	6-A	20	136	7.8	57.6	129	1968	181/3500	-	280/1750	-	1584	2000

Golf

Rating ★★★★

Tasteful benchmark for driving satisfaction and roof down motoring, wrapped in a casing of class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cabriolet S 2.0 TDI	-	2	24740	12370	5-M	tba	tba	tba	65.7	111	1968	109/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI	-	2	25675	12838	5-M	tba	tba	tba	65.7	111	1968	109/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI	-	2	27040	12979	6-M	tba	tba	tba	65.7	112	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI Auto	-	2	28455	13658	6-A	tba	tba	tba	60.1	125	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet GT 2.0 TDI	-	2	28490	13675	6-M	tba	tba	tba	65.7	112	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet GT 2.0 TDI Auto	-	2	29905	14354	6-A	tba	tba	tba	60.1	125	1968	148/tba	-	tba	-	tba	tba

Golf SV

Rating ★★★★

Need space for your family but find MPVs too dowdy? The Golf SV is classy, practical and car-like to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	329	5	21980	8352	5-M	13	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	S 1.6 TDI Auto	-	5	23395	8890	7-A	13	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1436	1500
D	BlueMotion 1.6 TDI	-	5	23285	8848	6-M	13	122	11.3	74.3	98	1598	109/3200	-	184/1500	-	1435	1000
D	SE 1.6 TDI	-	5	22915	8708	5-M	11	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	SE 1.6 TDI Auto	-	5	24330	9245	7-A	11	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1436	1500
D	SE 2.0 TDI	-	5	24280	9226	6-M	17	132	9.2	65.7	112	1968	148/3500	-	251/1750	-	1474	1600
D	SE 2.0 TDI Auto	-	5	25695	9764	6-A	17	130	9.2	60.1	122	1968	148/3500	-	251/1750	-	1492	1600
D	GT 2.0 TDI	-	5	25875	9833	6-M	17	132	9.2	64.2	115	1968	148/3500	-	251/1750	-	1474	1600
D	GT 2.0 TDI Auto	333	5	27290	10370	6-A	17	130	9.2	58.9	125	1968	148/3500	-	251/1750	-	1492	1600

Jetta

Rating ★★★★

VW's mini Passat is spacious and classy and buyers that like a traditional saloon need look no further.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	4	20175	9281	5-M	14	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI	-	4	21505	9892	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI Auto	-	4	22930	10548	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	SE 2.0 TDI	-	4	22505	10802	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	SE 2.0 TDI Auto	-	4	23930	11486	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500
D	GT 2.0 TDI	-	4	22370	10290	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	GT 2.0 TDI Auto	-	4	23795	10946	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	GT 2.0 TDI	333	4	23370	11218	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	GT 2.0 TDI Auto	-	4	24795	11902	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500

Beetle

Rating ★★★½

Reworked to attract male drivers. It should work: it looks dandy, drives well and has more room.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	18100	8688	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI	-	3	20475	9828	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI Auto	-	3	21935	10529	7-A	13	113	11.0	64.2	116	1968	109/3500	-	184/1750	-	1395	0
D	Design 2.0 TDI	-	3	21175	10164	6-M	20	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Design 2.0 TDI Auto	-	3	22780	10934	6-A	20	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Sport 2.0 TDI	-	3	22995	11038	6-M	21	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Sport 2.0 TDI Auto	-	3	24600	11808	6-A	21	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Cabriolet 2.0 TDI	-	2	21040	10099	5-M	15	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI	-	2	23415	11239	5-M	16	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI Auto	-	2	24875	11940	7-A	16	112	11.7	61.4	119	1968	109/3500	-	184/1750	-	1505	0
D	Cabriolet Design 2.0 TDI	-	2	24245	11638	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Design 2.0 TDI Auto	-	2	25605	12290	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0
D	Cabriolet Sport 2.0 TDI	-	2	25845	12406	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Sport 2.0 TDI Auto	-	2	27205	13058	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0

New Passat

Rating ★★★★½

Further shift into luxury territory by VW. Well mannered on the road, it's more economical and pricier than ever.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	4	22320	9374	6-M	15	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	S 1.6 TDI Auto	-	4	23920	10046	7-A	15	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	S 2.0 TDI	-	4	23445	10316	6-M	21	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	S 2.0 TDI Auto	-	4	25045	11020	6-A	21	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	BlueMotion 1.6 TDI	-	4	23200	9744	6-M	15	130	10.8	76.3	95	1598	118/3600	-	184/1750	-	1474	1500
D	SE 1.6 TDI	-	4	23460	9853	6-M	12	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE 1.6 TDI Auto	-	4	25060	10525	7-A	12	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE 2.0 TDI	-	4	24585	10817	6-M	19	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE 2.0 TDI Auto	-	4	26185	11521	6-A	19	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	SE Business 1.6 TDI	-	4	24115	10128	6-M	12	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE Business 1.6 TDI Auto	-	4	25715	10800	7-A	12	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE Business 2.0 TDI	335	4	25240	11106	6-M	19	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE Business 2.0 TDI Auto	-	4	26840	11810	6-A	19	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	GT 1.6 TDI	-	4	25420	10676	6-M	13	128	10.8	67.3	109	1598	118/3600	-	184/1750	-	1444	1500
D	GT 1.6 TDI Auto	-	4	27020	11348	7-A	13	128	10.8	68.9	106	1598	118/3600	-	184/1750	-	1459	1500
D	GT 2.0 TDI	-	4	26545	11680	6-M	19	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	GT 2.0 TDI Auto	-	4	28145	12384	6-A	19	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	GT 2.0 TDI	-	4	27895	12274	6-M	22	147	7.9	68.9	107	1968	188/3500	-	295/1750	-	1505	2000
D	GT 2.0 TDI Auto	-	4	29495	12978	6-A	22	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	GT 2.0 BiTDI 4MOTION Auto	-	4	34625	15235	7-A	28	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	R-Line 2.0 TDI	-	4	27540	12118	6-M	19	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	R-Line 2.0 TDI Auto	-	4	29140	12822	6-A	19	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	R-Line 2.0 TDI	-	4	28890	12712	6-M	23	147	7.9	68.9	107	1968	188/3500	-	295/1750	-	1505	2000
D	R-Line 2.0 TDI Auto	-	4	30490	13416	6-A	23	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	R-Line 2.0 BiTDI 4MOTION Auto	-	4	35620	15673	7-A	28	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	Estate S 1.6 TDI	-	5	23870	10502	6-M	15	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate S 1.6 TDI Auto	-	5	25470	11206	7-A	15	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate S 2.0 TDI	-	5	24995	10997	6-M	21	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1503	2000
D	Estate S 2.0 TDI Auto	-	5	26595	11701	6-A	21	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate BlueMotion 1.6 TDI	-	5	24750	10395	6-M	15	129	11.0	76.3	95	1598	118/3600	-	184/1750	-	1505	1500
D	Estate SE 1.6 TDI	-	5	25010	11004	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE 1.6 TDI Auto	-	5	26610	11708	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE 2.0 TDI	-	5	26135	11499	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1503	2000
D	Estate SE 2.0 TDI Auto	-	5	27735	12203	6-A	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate SE Business 1.6 TDI	-	5	25665	11292	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE Business 1.6 TDI Auto	-	5	27265	11996	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE Business 2.0 TDI	-	5	26790	11787	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1503	2000
D	Estate SE Business 2.0 TDI Auto	-	5	28390	12491	6-A	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 1.6 TDI	-	5	26970	11866	6-M	13	127	11.0	67.3	110	1598	118/3600	-	184/1750	-	1485	1500
D	Estate GT 1.6 TDI Auto	-	5	28570	12570	7-A	13	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1500	1500
D	Estate GT 2.0 TDI	-	5	28095	12361	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1503	2000
D	Estate GT 2.0 TDI Auto	-	5	29695	13065	6-A	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 2.0 TDI	-	5	29445	12955	6-M	22	146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1590	2000
D	Estate GT 2.0 TDI Auto	-	5	31045	13659	6-A	22	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
D	Estate GT 2.0 BiTDI 4MOTION Auto	-	5	36175	15917	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200
D	Estate R-Line 2.0 TDI	-	5	29090	12799	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1503	2000
D	Estate R-Line 2.0 TDI Auto	-	5	30690	13503	6-A	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate R-Line 2.0 TDI	-	5	30440	13393	6-M	23	146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1590	2000
D	Estate R-Line 2.0 TDI Auto	-	5	32040	14097	6-A	23	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
D	Estate R-Line 2.0 BiTDI 4MOTION Auto	-	5	37170	16354	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200
D	Alltrack 2.0 TDI 4MOTION	-	5	30855	14193	6-M	19	127	9.2	57.6	130	1968	148/3500	-	251/1750	-	1670	2200
D	Alltrack 2.0 TDI 4MOTION Auto	-	5	33935	15610	6-A	22	136	8.0	54.3	137	1968	188/3600	-	295/1900	-	1705	2200

CC

Rating ★★★½

Psst - don't mention Passat! Prettier, and more shapely than its predecessor, it's good to drive too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	4	26995	12958	6-M	26	135	9.1	tba	118	1968	148/3500	-	251/1750	-	1573	1800
D	2.0 TDI Auto	-	4	28345	13606	6-A	26	135	9.1	tba	127	1968	148/3500	-	251/1750	-	1596	1800
D	GT 2.0 TDI	-	4	28575	13716	6-M	26	135	9.1	tba	118	1968	148/3500	-	251/1750	-	1573	1800
D	GT 2.0 TDI Auto	-	4	29925	14364	6-A	26	135	9.1	tba	127	1968	148/3500	-	251/1750	-	1596	1800
D	GT 2.0 TDI	-	4	30600	14076	6-M	29	145	8.1	tba	127	1968	181/3500	-	280/1750	-	1590	1800
D	GT 2.0 TDI Auto	-	4	31950	14697	6-A	29	144	8.1	tba	130	1968	181/3500	-	280/1750	-	1607	1800
D	R-Line 2.0 TDI	-	4	29225	14028	6-M	26	135	9.1	tba	118	1968	148/3500	-	251/1750	-	1573	1800
D	R-Line 2.0 TDI Auto	-	4	30575	14676	6-A	26	135	9.1	tba	127	1968	148/3500	-	251/1750	-	1596	1800
D	R-Line 2.0 TDI	-	4	31250	14375	6-M	29	145	8.1	tba	127	1968	181/3500	-	280/1750	-	1590	1800
D	R-Line 2.0 TDI Auto	-	4	32600	14996	6-A	29	144	8.1	tba	130	1968	181/3500	-	280/1750	-	1607	1800

Scirocco

Rating ★★★½

Mild tweaks bring the Scirocco more up to date, with fresh, frugal engines and sharper looks.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	23455	13135	6-M	26	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	2.0 TDI Auto	-	3	24955	13975	6-A	26	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	322	3	25305	14171	6-M	26	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	GT 2.0 TDI Auto	-	3	26805	15011	6-A	26	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	-	3	26305	14205	6-M	29	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	GT 2.0 TDI Auto	338	3	27805	15015	6-A	29	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0
D	GT Black Edition 2.0 TDI	-	3	25855	14479	6-M	tba	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	GT Black Edition 2.0 TDI Auto	-	3	27355	15319	6-A	tba	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT Black Edition 2.0 TDI	-	3	26855	14502	6-M	tba	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	GT Black Edition 2.0 TDI Auto	-	3	28355	15312	6-A	tba	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0
D	R-Line 2.0 TDI	-	3	27375	15330	6-M	27	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	R-Line 2.0 TDI Auto	-	3	28875	16170	6-A	27	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	R-Line 2.0 TDI	-	3	28375	15323	6-M	30	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	R-Line 2.0 TDI Auto	-	3	29875	16133	6-A	30	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)
POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	R-Line Black Edition 2.0 TDI	-	3	27925	15638	6-M	tba	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	R-Line Black Edition 2.0 TDI Auto	-	3	29425	16478	6-A	tba	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	R-Line Black Edition 2.0 TDI	-	3	28925	15620	6-M	tba	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	R-Line Black Edition 2.0 TDI Auto	-	3	30425	16430	6-A	tba	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0

New Touran

Rating ★★★★

Based on the latest MQB platform, it's more dynamically rewarding than before. It's also more expensive, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	23840	10490	6-M	tba	tba	tba	tba	116	1598	tba	-	tba	-	tba	tba
D	S 1.6 TDI Auto	-	5	25140	11062	6-A	tba	tba	tba	tba	111	1598	tba	-	tba	-	tba	tba
D	SE 1.6 TDI	-	5	25230	11101	6-M	tba	tba	tba	tba	116	1598	tba	-	tba	-	tba	tba
D	SE 1.6 TDI Auto	-	5	26530	11673	6-A	tba	tba	tba	tba	111	1598	tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	26730	12296	6-M	tba	tba	tba	tba	116	1968	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	28030	12894	6-A	tba	tba	tba	tba	125	1968	tba	-	tba	-	tba	tba
D	SE Family 1.6 TDI	-	5	26715	11755	6-M	tba	tba	tba	tba	116	1598	tba	-	tba	-	tba	tba
D	SE Family 1.6 TDI Auto	-	5	28015	12327	6-A	tba	tba	tba	tba	111	1598	tba	-	tba	-	tba	tba
D	SE Family 2.0 TDI	-	5	28215	12979	6-M	tba	tba	tba	tba	116	1968	tba	-	tba	-	tba	tba
D	SE Family 2.0 TDI Auto	-	5	29515	13577	6-A	tba	tba	tba	tba	125	1968	tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	28215	12979	6-M	tba	tba	tba	tba	117	1968	tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	29515	13577	6-A	tba	tba	tba	tba	126	1968	tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	30510	14035	6-A	tba	tba	tba	tba	123	1968	tba	-	tba	-	tba	tba

New Sharan

Rating ★★★½

A proper seven-seater with room to spare. The mildest of facelifts brings with it Euro-6 engines.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	26970	14564	6-M	15	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI	-	5	27930	15082	6-M	19	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI Auto	-	5	29410	15881	6-A	19	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	30115	16262	6-M	19	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	31595	17061	6-A	19	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	31685	17110	6-M	23	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	33035	17839	6-A	23	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI	-	5	30790	16627	6-M	20	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI Auto	-	5	32270	17426	6-A	20	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI	-	5	32360	17474	6-M	23	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI Auto	-	5	33710	18203	6-A	23	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	33360	18014	6-M	18	tba	tba	56.5	132	1968	148/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	34840	18814	6-A	18	tba	tba	54.3	137	1968	148/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	34930	18862	6-M	21	tba	tba	53.3	139	1968	181/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	36280	19591	6-A	21	tba	tba	53.3	139	1968	181/tba	-	tba	-	tba	tba

Tiguan

Rating ★★★★

Quality cabin and good on-road dynamics make the Tiguan a winner. It looks classy, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI 2WD	-	5	22975	12407	6-M	14	111	11.9	56.5	130	1968	109/3000	-	207/1500	-	1592	1800
D	S 2.0 TDI 2WD	-	5	23525	13174	6-M	17	123	9.8	56.5	130	1968	148/3500	-	251/1750	-	1597	2000
D	S 2.0 TDI 4MOTION	-	5	25295	14165	6-M	17	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	S 2.0 TDI 4MOTION Auto	-	5	26790	15002	7-A	17	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
D	Match Edition 2.0 TDI 2WD	-	5	25820	14459	6-M	18	123	9.8	56.5	130	1968	148/3500	-	251/1750	-	1597	2000
D	Match Edition 2.0 TDI 4MOTION	-	5	27590	15450	6-M	19	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	Match Edition 2.0 TDI 4MOTION Auto	343	5	29115	16304	7-A	19	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
D	Match Edition 2.0 TDI 4MOTION Auto	-	5	30120	17470	7-A	23	127	8.3	49.6	150	1968	181/3500	-	280/1750	-	1727	2200
D	R-Line Edition 2.0 TDI 4MOTION	-	5	29520	16531	6-M	18	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	R-Line Edition 2.0 TDI 4MOTION Auto	-	5	31045	17385	7-A	18	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
D	R-Line Edition 2.0 TDI 4MOTION Auto	-	5	32050	18589	7-A	23	127	8.3	49.6	150	1968	181/3500	-	280/1750	-	1727	2200
D	Escape 2.0 TDI 4MOTION	-	5	27980	15669	6-M	18	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	Escape 2.0 TDI 4MOTION Auto	-	5	29475	16506	7-A	18	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500

Touareg

Rating ★★★★

Large SUV recently gained a new face, an uplift in technology and more fuel efficient powerplants.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 3.0 V6 TDI 4MOTION Auto	341	5	43605	21803	8-A	40	128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
D	SE 3.0 V6 TDI 4MOTION Auto	-	5	45405	22703	8-A	43	140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500
D	Escape 3.0 V6 TDI 4MOTION Auto	-	5	45605	22803	8-A	43	137	7.6	40.9	180	2967	259/3800	-	428/1750	-	2251	3500
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	46605	23303	8-A	40	128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	48405	24203	8-A	43	140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500

XL1

Rating ★★★

Groundbreaking two-seat ecocar wearing a supercar price tag. Just 200 to be sold around the world.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
DE	TDI Plug-In-Hybrid	-	3	98515	tba	7-A	tba	100	12.7	313.0	21	800	47/tba	27	89/tba	103	795	0

Amarok

Rating ★★★★

Pick-up truck that thinks it's a car, drives everywhere and boasts clever-clogs technology. It's absolutely terrific.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Startline 2.0 TDI Selectable 4MOTION	-	4	25054	9521	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2108	3000
D	Trendline 2.0 TDI Selectable 4MOTION	-	4	26278	9986	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2113	3000
D	Trendline 2.0 BiTDI Selectable 4MOTION	-	4	27238	10350	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2058	3000
D	Highline 2.0 BiTDI Selectable 4MOTION	-	4	30874	11732	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2079	3000
D	Highline 2.0 BiTDI Permanent 4MOTION Auto	-	4	32980	12532	6-M	9	108	11.3	35.3	211	1968	178/4000	-	310/1750	-	2093	3200
D	Atacama 2.0 BiTDI Selectable 4MOTION	-	4	33202	12617	6-M	tba	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2100	3000
D	Atacama 2.0 BiTDI Permanent 4MOTION Auto	-	4	35416	13458	8-A	tba	108	11.3	33.2	224	1968	178/4000	-	310/1750	-	2099	3200
D	Ultimate 2.0 BiTDI Selectable 4MOTION	-	4	36448	13850	6-M	10	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2100	3000
D	Ultimate 2.0 BiTDI Permanent 4MOTION Auto	-	4	38146	14495	8-A	10	108	11.3	33.2	224	1968	178/4000	-	310/1750	-	2099	3200

VOLVO

UK dealers: 109 **Warranty:** 3 years/60,000miles **Servicing:** 18,000miles

S60

Rating ★★★★

Very safe alternative to Audi A4 and co. It's got class, low CO2 engines and is good to drive. Cross Country unusual.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D2 Business Edition	-	4	21945	8778	6-M	tba	121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1546	1600
D	D2 Business Edition Auto	-	4	23430	9372	6-A	tba	121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559	1600
D	D3 Business Edition	-	4	22795	9118	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 Business Edition Auto	-	4	24280	9712	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 Business Edition	-	4	24045	9137	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 Business Edition Auto	-	4	25530	9701	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D2 SE	-	4	26945	10778	6-M	tba	121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1546	1600
D	D2 SE Auto	-	4	28430	11372	6-A	tba	121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559	1600
D	D3 SE	-	4	27795	11118	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 SE Auto	-	4	29280	11712	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 SE Nav	-	4	29845	11341	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 SE Nav Auto	-	4	31395	11930	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D3 SE Lux	-	4	30095	12038	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 SE Lux Auto	-	4	31580	12632	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 SE Lux Nav	-	4	32145	12215	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 SE Lux Nav Auto	-	4	33695	12804	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D2 R-Design	-	4	28445	11378	6-M	tba	121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1546	1600
D	D2 R-Design Auto	-	4	29930	11972	6-A	tba	121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559	1600
D	D3 R-Design	-	4	29295	11718	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 R-Design Auto	-	4	30780	12312	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 R-Design Nav	-	4	31345	11911	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 R-Design Nav Auto	-	4	32895	12500	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D3 R-Design Lux	-	4	31795	12718	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 R-Design Lux Auto	-	4	33280	13312	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 R-Design Lux Nav	-	4	33845	12861	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 R-Design Lux Nav Auto	-	4	35395	13450	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cross Country D4 Lux Nav	-	4	33695	12130	6-M	tba	130	7.7	67.3	111	1969	188/4250	-	295/1750	-	1632	1800
D	Cross Country D4 Lux Nav Auto	-	4	35245	12688	8-A	tba	130	7.7	61.4	120	1969	188/4250	-	295/1750	-	1656	1800
D	Cross Country D4 AWD Lux Nav Auto	-	4	36725	13221	6-A	tba	130	8.8	49.6	149	2400	188/4000	-	310/1500	-	1729	1900

S80

Rating ★★★½

Can Scandinavia take on and beat BMW's 5 Series? It can try… S80 is masterful but won't turn heads, despite facelift.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D4 SE Nav	-	4	32220	10310	6-M	29	140	8.4	68.9	108	1969	178/4250	-	295/1750	-	1609	1800
D	D4 SE Nav Auto	-	4	33770	10806	8-A	29	140	8.4	62.8	119	1969	178/4250	-	295/1750	-	1635	1800
D	D4 SE Lux	-	4	33720	10790	6-M	30	140	8.4	68.9	108	1969	178/4250	-	295/1750	-	1609	1800
D	D4 SE Lux Auto	-	4	35270	11286	8-A	30	140	8.4	62.8	119	1969	178/4250	-	295/1750	-	1635	1800

LONG TERM TEST

V40

Rating ★★★★

Bang-on bid to break the premium hatch sector. V40 oozes style from every pore. Safe in all senses.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D2 ES	-	5	21195	8902	6-M	17	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 SE	-	5	22720	9542	6-M	17	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 SE Auto	-	5	24205	10166	6-A	17	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 SE	-	5	23770	9983	6-M	21	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 SE Auto	-	5	25255	10607	6-A	21	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 SE	-	5	24970	10487	6-M	27	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 SE Auto	-	5	26520	11138	8-A	27	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 SE Lux	-	5	24720	10382	6-M	18	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 SE Lux Auto	-	5	26205	11006	6-A	18	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 SE Lux Nav	-	5	26570	11159	6-M	23	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 SE Lux Nav Auto	-	5	28055	11783	6-A	23	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 SE Lux Nav	-	5	27770	11663	6-M	28	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 SE Lux Nav Auto	-	5	29320	12314	8-A	28	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 R-Design	-	5	23495	9868	6-M	17	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 R-Design Auto	-	5	24980	10492	6-A	17	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 R-Design	-	5	24545	10309	6-M	22	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 R-Design Auto	-	5	26030	10933	6-A	22	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 R-Design	-	5	25745	10813	6-M	27	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 R-Design Auto	-	5	27295	11464	8-A	27	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 R-Design Lux	-	5	25170	10571	6-M	18	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 R-Design Lux Auto	-	5	26655	11195	6-A	18	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 R-Design Lux Nav	-	5	27020	11348	6-M	23	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 R-Design Lux Nav Auto	-	5	28505	11972	6-A	23	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 R-Design Lux Nav	-	5	28220	11852	6-M	28	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 R-Design Lux Nav Auto	-	5	29770	12503	8-A	28	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	Cross Country D2 SE	-	5	23820	10004	6-M	17	118	10.6	76.4	96	1969	118/3750	-	207/1500	-	1434	1300
D	Cross Country D2 SE Auto	-	5	25305	10628	6-A	17	118	10.6	72.4	101	1969	118/3750	-	207/1500	-	1450	1300
D	Cross Country D3 SE	-	5	24870	10445	6-M	19	118	8.5	74.3	99	1969	148/3750	-	236/1750	-	1434	1500
D	Cross Country D3 SE Auto	-	5	26355	11069	6-A	19	118	8.5	70.6	105	1969	148/3750	-	236/1750	-	1450	1500
D	Cross Country D4 SE	-	5	26070	10949	6-M	25	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 SE Auto	330	5	27620	11600	6-A	25	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500
D	Cross Country D2 Lux	-	5	25820	10844	6-M	25	118	10.6	76.4	96	1969	118/3750	-	207/1500	-	1434	1300
D	Cross Country D2 Lux Auto	-	5	27305	11468	6-A	25	118	10.6	72.4	101	1969	118/3750	-	207/1500	-	1450	1300
D	Cross Country D3 Lux Nav	-	5	27670	11621	6-M	21	118	8.5	74.3	99	1969	148/3750	-	236/1750	-	1434	1500
D	Cross Country D3 Lux Nav Auto	-	5	29155	12245	6-A	21	118	8.5	70.6	105	1969	148/3750	-	236/1750	-	1450	1500
D	Cross Country D4 Lux Nav	-	5	28870	12125	6-M	27	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 Lux Nav Auto	-	5	30420	12776	8-A	27	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500

TOP 5
HIGHEST PERCENTAGE OF DIESEL SALES IN THE SMALL CAR MARKET

1	DS 3	51.5%
2	Renault Clio	37.4%
3	Audi A1	36.4%
4	MINI Hatch	29.3%
5	Citroën C3	28.2%



LONG TERM TEST

V60

Rating ★★★½

Not-so-huge Volvo estate is nonetheless loaded with appeal. Great cabin and engine choices and now revised.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D2 Business Edition	-	5	23145	8795	6-M	tba	121	11.5	76.3	98	1969	118/3750	-	207/1500	-	1575	1600
D	D2 Business Edition Auto	-	5	24630	9359	6-A	tba	121	11.7	67.3	109	1969	118/3750	-	207/1500	-	1588	1600
D	D3 Business Edition	-	5	23995	9118	6-M	21	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 Business Edition Auto	-	5	25480	9682	6-A	21	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 Business Edition	-	5	25245	9593	6-M	27	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 Business Edition Auto	-	5	26795	10182	8-A	27	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D2 SE	-	5	28145	10695	6-M	18	121	11.5	74.3	101	1969	118/3750	-	207/1500	-	1575	1600
D	D2 SE Auto	-	5	29630	11259	6-A	18	121	11.7	67.3	111	1969	118/3750	-	207/1500	-	1588	1600
D	D3 SE	-	5	28995	11018	6-M	20	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 SE Auto	-	5	30480	11582	6-A	20	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 SE Nav	-	5	31045	11797	6-M	28	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 SE Nav Auto	-	5	32595	12386	8-A	28	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D3 SE Lux	-	5	31395	11930	6-M	23	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 SE Lux Auto	-	5	32880	12494	6-A	23	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 SE Lux Nav	-	5	33445	12709	6-M	29	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 SE Lux Nav Auto	-	5	34995	13298	8-A	29	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
DE	D6 Twin Engine SE Lux Nav Auto	-	5	45175	18070	6-A	41	143	6.0	155.2	48	2400	217/4000	67	325/1500	148	1988	1800
D	D2 R-Design	-	5	29645	11265	6-M	19	121	11.5	74.3	101	1969	118/3750	-	207/1500	-	1575	1600
D	D2 R-Design Auto	-	5	31130	11829	6-A	19	121	11.7	67.3	111	1969	118/3750	-	207/1500	-	1588	1600
D	D3 R-Design	-	5	30495	11588	6-M	23	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 R-Design Auto	-	5	31980	12152	6-A	23	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 R-Design Nav	-	5	32545	12367	6-M	28	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 R-Design Nav Auto	-	5	34095	12956	8-A	28	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D3 R-Design Lux	-	5	33095	12576	6-M	24	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 R-Design Lux Auto	-	5	34580	13140	6-A	24	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 R-Design Lux Nav	-	5	35145	13355	6-M	29	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 R-Design Lux Nav Auto	-	5	36695	13944	8-A	29	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
DE	D6 Twin Engine R-Design Lux Nav Auto	-	5	46875	18750	6-A	42	143	6.0	155.2	48	2400	217/4000	67	325/1500	148	1988	1800
D	Cross Country D3 SE	-	5	30195	11474	6-M	tba	127	9.1	67.3	111	1969	148/4250	-	258/1500	-	1634	1800
D	Cross Country D3 SE Auto	-	5	31745	12063	8-A	tba	127	9.1	61.4	120	1969	148/4250	-	258/1500	-	1664	1800
D	Cross Country D4 SE Nav	-	5	32245	12253	6-M	tba	130	7.8	67.3	111	1969	188/4250	-	295/1750	-	1634	1800
D	Cross Country D4 SE Nav Auto	-	5	33795	12842	8-A	tba	130	7.8	61.4	120	1969	188/4250	-	295/1750	-	1666	1800
D	Cross Country D4 AWD SE Nav Auto	-	5	35275	13405	6-A	tba	127	8.9	49.6	149	2400	188/4000	-	310/1500	-	1763	1900
D	Cross Country D3 Lux	-	5	32945	12519	6-M	tba	127	9.1	67.3	111	1969	148/4250	-	258/1500	-	1634	1800
D	Cross Country D3 Lux Auto	-	5	34495	13108	8-A	tba	127	9.1	61.4	120	1969	148/4250	-	258/1500	-	1664	1800
D	Cross Country D4 Lux Nav	-	5	34995	13298	6-M	tba	130	7.8	67.3	111	1969	188/4250	-	295/1750	-	1634	1800
D	Cross Country D4 Lux Nav Auto	-	5	36545	13887	8-A	tba	130	7.8	61.4	120	1969	188/4250	-	295/1750	-	1666	1800
D	Cross Country D4 AWD Lux Nav Auto	-	5	38025	14450	6-A	tba	127	8.9	49.6	149	2400	188/4000	-	310/1500	-	1763	1900

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
LONG-TERM TEST	**V70**																
	Big enough to swallow your life and still drive away in style. Essential kit for happy families.															Rating ★★★½☆	
D	D3 Business Edition	-	5	25995	9358	6-M	23	127	9.8	68.9	108	1969	148/3750	-	236/1750	-	1667	1800
D	D3 Business Edition Auto	-	5	27480	9893	6-A	23	127	9.8	65.7	112	1969	148/3750	-	236/1750	-	1679	1800
D	D4 Business Edition	-	5	27195	9790	6-M	28	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D	D4 Business Edition Auto	-	5	28745	10348	8-A	28	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
D	D3 SE Nav	-	5	31920	11491	6-M	24	127	9.8	65.7	113	1969	148/3750	-	236/1750	-	1667	1800
D	D3 SE Nav Auto	-	5	33405	12026	6-A	24	127	9.8	62.8	118	1969	148/3750	-	236/1750	-	1679	1800
D	D4 SE Nav	-	5	33120	11923	6-M	29	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D	D4 SE Nav Auto	-	5	34670	12481	8-A	29	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
D	D3 SE Lux	-	5	33520	12067	6-M	25	127	9.8	65.7	113	1969	148/3750	-	236/1750	-	1667	1800
D	D3 SE Lux Auto	-	5	35005	12602	6-A	25	127	9.8	62.8	118	1969	148/3750	-	236/1750	-	1679	1800
D	D4 SE Lux	-	5	34720	12499	6-M	30	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D	D4 SE Lux Auto	-	5	36270	13057	8-A	30	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
	XC60																
	Upmarket SUV that's adorned with the cool extra of Volvo's badge. Safe, comfy and great to drive.															Rating ★★★½☆	
D	D4 SE	-	5	31660	14564	6-M	28	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D	D4 SE Auto	-	5	33210	15277	8-A	28	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D	D4 AWD SE	-	5	33190	14604	6-M	29	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D	D4 AWD SE Auto	-	5	34675	15257	6-A	29	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D	D5 AWD SE Nav	-	5	35990	16555	6-M	30	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D	D5 AWD SE Nav Auto	-	5	37475	17239	6-A	30	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D	D4 SE Lux	-	5	34360	15806	6-M	29	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D	D4 SE Lux Auto	-	5	35910	16519	8-A	29	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D	D4 AWD SE Lux	-	5	35890	15792	6-M	29	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D	D4 AWD SE Lux Auto	-	5	37375	16445	6-A	29	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D	D5 AWD SE Lux Nav	-	5	36690	16877	6-M	30	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D	D5 AWD SE Lux Nav Auto	-	5	38175	17561	6-A	30	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D	D4 R-Design	-	5	32935	15150	6-M	28	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D	D4 R-Design Auto	-	5	34485	15863	8-A	28	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D	D4 AWD R-Design	-	5	34465	15165	6-M	29	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D	D4 AWD R-Design Auto	-	5	35950	15818	6-A	29	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D	D5 AWD R-Design Nav	-	5	37265	17142	6-M	30	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D	D5 AWD R-Design Nav Auto	-	5	38750	17825	6-A	30	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D	D4 R-Design Lux	-	5	35560	16358	6-M	29	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D	D4 R-Design Lux Auto	-	5	37110	17071	8-A	29	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D	D4 AWD R-Design Lux	-	5	37090	16320	6-M	30	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D	D4 AWD R-Design Lux Auto	-	5	38575	16973	6-A	30	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D	D5 AWD R-Design Lux Nav	-	5	39890	18349	6-M	31	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D	D5 AWD R-Design Lux Nav Auto	-	5	41375	19033	6-A	31	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
	XC70																
	Chunkier version of the V70. Lots of space, great engines and a comfy interior are its attributes. Now updated.															Rating ★★★½☆	
D	D4 SE Nav	-	5	34470	13099	6-M	29	130	8.8	64.2	115	1969	178/4250	-	295/1750	-	1740	1800
D	D4 SE Nav Auto	-	5	36020	13688	8-A	29	130	8.8	58.9	127	1969	178/4250	-	295/1750	-	1765	1800
D	D4 AWD SE Nav	-	5	36400	15288	6-M	30	127	9.2	54.3	137	2400	178/4000	-	310/1500	-	1799	2100
D	D4 AWD SE Nav Auto	-	5	37885	15912	6-A	30	124	9.5	48.7	153	2400	178/4000	-	310/1500	-	1796	2100
D	D5 AWD SE Nav Auto	-	5	39285	15714	6-A	32	130	8.2	48.7	153	2400	217/4000	-	325/1500	-	1816	2100
D	D4 SE Lux	-	5	36420	13840	6-M	30	130	8.8	64.2	115	1969	178/4250	-	295/1750	-	1740	1800
D	D4 SE Lux Auto	-	5	37970	14429	8-A	30	130	8.8	58.9	127	1969	178/4250	-	295/1750	-	1765	1800
D	D4 AWD SE Lux	-	5	38350	16107	6-M	31	127	9.2	54.3	137	2400	178/4000	-	310/1500	-	1799	2100
D	D4 AWD SE Lux Auto	-	5	39835	16731	6-A	31	124	9.5	48.7	153	2400	178/4000	-	310/1500	-	1796	2100
D	D5 AWD SE Lux Auto	-	5	41235	16494	6-A	32	130	8.2	48.7	153	2400	217/4000	-	325/1500	-	1816	2100
	New XC90															Rating ★★★★½	
	All-new XC90 is the most luxurious Volvo ever, with a hike in price, too. It's the new class leader.																
D	D5 AWD Momentum Auto	340	5	45750	21045	8-A	33	137	7.8	49.6	149	1969	221/4250	-	347/1750	-	2009	2700
PE	T8 Twin Engine Momentum Auto	-	5	59955	27579	8-A	tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2296	2500
D	D5 AWD R-Design Auto	-	5	49285	22671	8-A	34	137	7.8	48.7	152	1969	221/4250	-	347/1750	-	2009	2700
PE	T8 Twin Engine R-Design Auto	-	5	62855	28913	8-A	tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2296	2500
D	D5 AWD Inscription Auto	-	5	50185	23085	8-A	34	137	7.8	48.7	152	1969	221/4250	-	347/1750	-	2009	2700
PE	T8 Twin Engine Inscription Auto	-	5	63705	29304	8-A	tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2296	2500

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NISSAN'S AUTONOMOUS ELECTRIC CONCEPT

Nissan has given us the opportunity to gaze into the future of all-electric autonomous vehicles with the unveiling of the IDS Concept at the Tokyo motor show. The company's President and Chief Executive, Carlos Ghosn, has already stated the intention to offer autonomous driving capability on multiple models in its range by 2020, and this five-door hatchback concept vehicle is another signal that the firm is on target to deliver on its promise.

But far from being a mundane carriage that simply delivers passengers to their destination, this concept has the capability of being operated in 'Manual drive' mode, too, with the driver in full control. Nissan claims linear acceleration and cornering that is pure and exhilarating, and even in 'Piloted Drive' mode the vehicle is capable of imitating the driver's own style and preferences in terms of acceleration, braking and cornering. All of this has been made possible by advancement in artificial intelligence (AI), combining this with advanced vehicle control and safety technologies. It learns the owner's likes and dislikes and operates like an attentive partner, giving assistance with traffic conditions, scheduling of personal interests, and assisting in the event of imminent danger, helping to take evasive action.

Depending on the mode chosen, there's a pair of different interior scenarios, with the cabin becoming more spacious when the owner selects 'Piloted drive'. The steering wheel hides away into the instrument panel and a large, widescreen emerges, with the car's functions operated by voice and gesture control, or all taken care of by the artificial intelligence assistant. There's space for four seats, with natural materials used in its construction, like mesh leather that is illuminated by soft light. All of the seats rotate in an inward fashion, allowing passengers to communicate in a more-friendly manner. If the driver selects 'Manual drive', then all of the seats face forward, the steering wheel appears, along with instruments and a head-up display that is designed to display route information. The design of the steering wheel itself is said to emulate the looks of reins for horse riding, while hollow-structure A-pillars help to reduce blind spots and enhance all-round vision.

Aerodynamic efficiency was carefully looked at, with the height of the IDS concept restricted to 1.38 metres. The wheels chosen are large in diameter to enhance road presence and dynamism, but are very thin 175-size tyres to minimise air flow and rolling resistance. The wheels themselves have been aerodynamically optimised and feature a layered design incorporating tiny fins that create minute vortexes of air flow on the wheel's surface, further contributing to the smooth flow of air around them. And by positioning the wheels as close to the corners of the body as possible, interior space is maximised.

"The wheels chosen are large in diameter to enhance road presence and dynamism, but are very thin 175-size tyres to minimise air flow and rolling resistance.









The concept car is fitted with a high-capacity 60kWh battery – double the capacity of the newly uprated Nissan Leaf. Thanks to its aerodynamic efficiency, Nissan engineers believe that the car is capable of covering long distances between charges. Other technology included within the IDS concept is a self-parking system that can utilise wireless charging, all controlled by a smartphone or tablet. It means that the driver can exit at the entrance to a car park, with the car parking itself and hooking up to charge.

There's still a level of scepticism about autonomous cars and Nissan's new concept has built in thoughtful touches that it is hoping will allay some of the fears. For instance, a line running along the side of the vehicle is actually an LED, which Nissan is calling the 'Intention Indicator'. When cyclists or pedestrians are close by, the strip changes colour to red, letting them know that the car is aware of their presence. And another display that faces outwards from the instrument panel can convey messages to pedestrians, for instance saying 'after you'. This level of thoughtfulness signals a new way of communicating intentions to other people using the city.



CONCEPT HINTS AT **NEW LEXUS LS**

Lexus took the wraps off a flagship four-door coupé at the Tokyo motor show, which gives strong hints as to the future design direction of its top-of-the-range LS luxury saloon. And while the LF-FC concept car is powered by a high-output fuel cell system paired to a four-wheel-drive, the production car is more likely to feature more conventional technology, and a further refinement of the company's trademark petrol-hybrid powerplants.

The concept measures 5.3 metres long, which is marginally larger than the LS saloon. The design is more-shapely, adopting a more flowing roofline, and giving the impression of a four-door coupé-like grand tourer layout. And while the current car is more at home munching mile after mile on the motorway, the concept has been created more as a driver's car. Styling features like the 21-inch aluminium wheels with carbon fibre reinforced plastic rims also add some visual drama. The nose of the car is dominated by the latest iteration of Lexus' spindle grille, but this time around introduces a new mesh design. L-shaped LED daytime running lights give a visual link to the company's current model range, while a floating-effect design has been given to the rear tail lights.





The exterior looks are striking, and the cabin of the LF-FC has been given a similar treatment with a plush, luxurious interior that combines futuristic looks. The front seats even have the appearance that they are floating, while the rear chairs have a business class airline feel about them, and are aimed at owners that prefer to be driven rather than take the wheel themselves. Top quality aniline leather is used throughout the cabin, on the dashboard, doors and seats. Simple hand gestures are used to control the car, with no need to push any buttons, switches or touch any panels. A small holographic image on the centre console shows how to control the infotainment and ventilation system.

Powering the concept car is a high-output fuel-cell powertrain which drives the rear wheels, but also sends power to the front two in-wheel motors, and thus giving the car four-wheel-drive capability, with torque distributed between the front and rear wheels. The fuel-cell stack is positioned at the rear of the car, while the power control unit is located at the front. A T-shaped hydrogen fuel tank allows optimum weight distribution for a sports saloon.

The next generation LS saloon is set for release next year and will take on the latest BMW 7 Series, updated Jaguar XJ, and the Audi A8 and Mercedes-Benz S-Class.

MOTORING MORSELS

Audi has launched its latest plug-in hybrid, and for once it isn't a car. It's a locomotive used to move finished cars about, and will emit 60 tons less CO_2 each year than its predecessor.

Chargemaster has been appointed the official charging infrastructure supplier to **FIA Formula E**, and will support the 2015/2016 season across ten venues around the world.

The first **Detroit Electric** SP:01 two-seat sports car has rolled off the production line at the firm's Leamington Spa facility. The first car is destined for an overseas customer.

A new electric car company called **Faraday Future** says that it will invest $1 billion in a factory in the USA and will start building long-range electric cars within two years.

The 1.5 millionth **Fiat** 500 was produced at the company's plant in Tychy, Poland this month. More than 240,000 of them have been sold in the UK since its launch in 2008.

An energy reduction programme by **Ford** has resulted in energy usage, per vehicle produced, reduced by 25 per cent since 2011, equivalent to 800 gigawatt hours each year.

Hollywood actor Leonardo DiCaprio will chair the **Formula E** sustainability committee. It will look at the long-term education and infrastructure impact on the race cities.

When the tenth-generation **Honda** Civic is launched early in 2017, it will feature a downsized 1.0-litre VTEC turbocharged engine with class-leading fuel economy.

A Durham-based driving instructor has saved £2,000 off his fuel bills each year by converting his **Hyundai** i10 to run on **LPG Autogas**. He won the conversion in a competition.

A further 50 examples of the ix35 fuel-cell vehicle have been delivered to customers by **Hyundai**. This brings the total to 250 cars, with 750,000 miles already covered.

An £11 million autonomous vehicle research programme has been announced by **Jaguar Land Rover** and the Engineering and Physical Sciences Research Council (EPSRC).

Nissan and **Ecotricity** are joining forces to call for official electric vehicle charging point signage to be displayed on roads to identify the 9,000 charging points across the UK.

The 200,000th PureTech engine has been built at the **PSA Peugeot-Citroën** Douvrin plant in France. The engine is destined for a **Citroën** C4 Cactus, made in Madrid, Spain.

The Chief Executive of **Tesla**, Elon Musk, told the Barron's Investment Conference that he expects that 500-mile electric cars will be available by 2025, just ten years away.

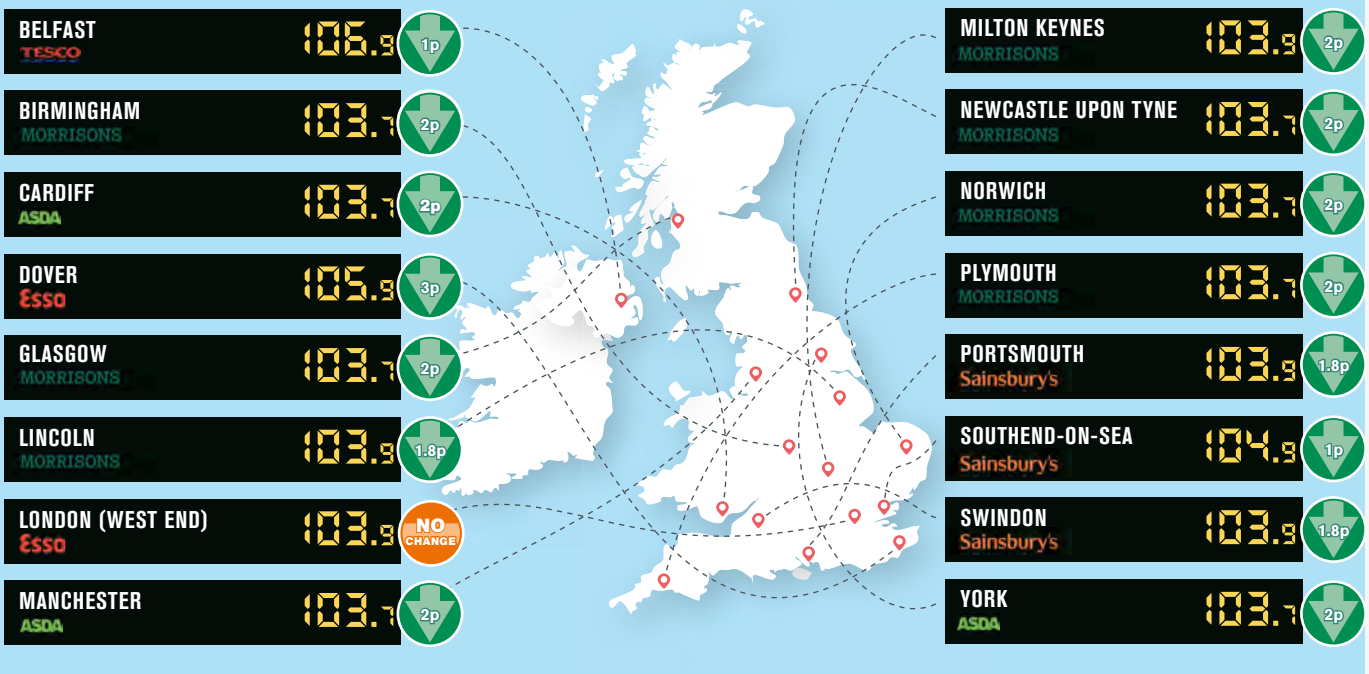
The **Toyota** Prius rivalling **Hyundai** Hybrid – rumoured to be called Ioniq – could be unveiled as early as the Los Angeles motor show at the end of this month.

You can read more about some of these stories at www.ecocarmagazine.co.uk

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FUEL PRICES

Fuel costs remain a significant part of a car's running costs, and so Diesel Car's researchers have been investigating the cheapest petrol prices at sixteen key locations around the country, monitoring whether the cost per litre has risen or fallen. Why not make a mental note of the cost of filling up at the fuel stations on your daily commute, but don't detour too far out of the way, as you can easily wipe out that couple of pence per litre saving by clocking up extra miles and using additional fuel in the process.



Prices correct as at 12th November 2015

WHAT'S NEW



ALFA ROMEO

A new flagship model has been introduced for the MiTo range called Collezione, powered by the 103bhp version of the 0.9-litre TwinAir engine. Priced at £17,660, the MiTo Collezione features 17-inch bronze-coloured alloy wheels, cloth and leather upholstery, sports dials, a navigation system, DAB digital radio and a split-folding three-seat rear bench, as well as brown stitching to the flat-bottomed steering wheel, gear knob and handbrake gaiter. Completing the upmarket look are bronze-effect door mirrors, as well as satin-look headlight and tail light surrounds. The top-of-the-range MiTo Collezione is available to order now.



FORD

New Black and White Editions of the Ford Fiesta Zetec have been announced, with the three- and five-door models paired to a 99bhp 1.0-litre turbocharged EcoBoost engine that emits just 99g/km of CO_2. Costing an additional £450 over and above the regular Zetec editions, these funky new versions feature 15-inch alloy wheels in black with white inserts, rear privacy glass, power folding door mirrors and white stitching to the leather steering wheel and gear lever gaiter. The door pulls, gear knob and steering wheel also feature distinctive white inserts. On the outside, Frozen White versions feature a Panther Black roof and contrasting door mirror caps, while the Panther Black edition has a Frozen White roof and door mirror covers. Prices start at £14,645 for the three-door Black and White Editions, with the five-door versions costing an additional £600, and are priced at £15,245.

SMART

Following the introduction of a six-speed twin-clutch automatic transmission on the 70bhp edition of the forfour earlier this year, smart has extended its availability to encompass the more powerful 89bhp 0.9-litre turbocharged engine, too, at a cost of £995. It's offered in all trim levels from passion, through prime to proxy, as well as the open-air night sky prime and night sky proxy versions. CO_2 emissions are actually 1g/km better than the manual transmission edition at 98g/km and fuel economy on the combined cycle improves by 1.6mpg to 67.3mpg. Prices start at £13,210 for the passion automatic, rising to £14,430 for both the night sky prime and night sky proxy. The new self-shifting models are available to order now.





TOYOTA

Prices for the all-new fourth generation Toyota Prius have been revealed, with the cheapest model costing from £23,295. While that's a hefty £1,300 more than the outgoing car, extra equipment, technology and greater efficiency make up for the increase. Four trim levels are on offer this time around, kicking off with entry-level Active and top-spec Excel at the top of the line-up, with a pair of Business Edition and Business Edition Plus models created to snare company car users. All versions come generously equipped with 15-inch alloy wheels, dual-zone climate control, keyless entry and start, LED headlights and DAB digital radio with 4.2-inch touchscreen, as well as safety equipment like autonomous emergency braking, road sign recognition, a lane departure warning system, high beam assist for the headlights, and adaptive cruise control. The Business Edition model adds a colour head-up display, a wireless mobile phone charger, soft-touch trim, a leather steering wheel, blind spot monitoring, rear cross traffic warning, heated front seats and an auto-dimming rear view mirror. Next up in the model hierarchy is the Business Edition Plus version that includes larger 17-inch alloy wheels, front and rear parking sensors with self parking functionality, and a navigation system. The flagship Excel model also adds leather upholstery, an uprated navigation system, rain sensing wipers, and an enhanced JBL hi-fi with superior speakers. The Prius range is offered in a choice of seven colours with prices starting at £23,295 for the Active, £24,195 for the Business Edition, £25,995 for Business Edition Plus and £27,450 for the flagship Excel model. Available to order now, the first examples of the new car arrive in Toyota showrooms in March.

GOING, GOING, **GONE**

Here is a rundown of the models that have been discontinued this month, helping you to avoid buying an out-of-date car. Showroom salesmen will be super keen to shift them, and won't necessarily be quite as willing to share with you that you are buying an obsolete model. But there are times when runout models make a good buy thanks to heaps of equipment and heavy discounts, with incentives to get the old models onto the driveways of owners and off the dealer forecourts. Armed with this information you'll be ahead of most car buyers and use it to negotiate yourself a significant discount off the list price.

Citroën C3 VTR+ PureTech 82 ETG
Lexus CT 200h Advance Plus
Lexus RX 450h (all last generation versions)
smart fortwo edition #1 (all engines)
smart forfour edition #1 (all versions)



PRICE **CHANGES**

VAUXHALL

It's price rise time at Vauxhall, with most models in the range costing more than before. For example, the recently introduced Viva rises by £400 to £8,570 for the SE 1.0i ecoFLEX, while all versions of the Corsa now cost £130 extra. The Corsa SRi 1.0i Turbo ecoFLEX is priced at £13,735 and the SE 1.0i Turbo ecoFLEX has a price tag of £14,630. The higher prices are effective immediately. The newly introduced Astra range escapes the rise.



TOYOTA

Ahead of its arrival in UK showrooms in January, Toyota has revealed prices for the new hybrid editions of the RAV4 SUV. And while the Japanese firm has offered hybrid editions of its hatchback and estate models for some time, it's the first time that a hybrid drivetrain has been offered in an SUV in Europe. Powered by a combination of a 2.5-litre petrol engine and electric motors, the new RAV4 Hybrid is offered with a choice of two- and four-wheel-drive. The entry-level Business Edition Plus model costs £26,195 and features two-wheel-drive, while plusher Icon and Excel versions feature all-wheel-drive. Prices for those models begin at £29,795 and rise to £30,795. All models feature a high level of equipment with LED lights front and rear, an electric rear tailgate, 17-inch alloy wheels, keyless entry and start and a navigation system included as standard. In addition, there's dual-zone climate control, automatic headlights and wipers, front fog lights, a reversing camera, rear privacy glass and DAB digital radio. Icon models lose the navigation system, but gain 18-inch alloy wheels, an Alcantara finish to the seats, dashboard and doors, as well as heated front seats. Move to top-spec Excel versions and there's the addition of full leather upholstery, front and rear parking sensors and roof rails. The new RAV4 Hybrid range is available to order now, with dealers expected to take delivery of the first batch of cars from January next year.





MITSUBISHI OUTLANDER PHEV

A combination of clever market positioning, the right feature set and an aggressive pricing strategy propelled Mitsubishi's first generation plug-in hybrid Outlander to the top of the sales charts. Despite having previously dabbled in electric vehicles, few expected the company's petrol-electric Outlander to steal a march on its rivals in such a convincing fashion. This second generation model, essentially a visual refresh and the beneficiary of a number of targeted updates inside and out, contains all the right ingredients to continue the success story. Mitsubishi's bold policy of matching hybrid and diesel prices remains, which means there's no financial premium attached to the former – a factor acknowledged to be part of the car's success.

Visually the Outlander PHEV, that's Plug-in Hybrid Electric Vehicle, adopts its maker's new 'Dynamic Shield' corporate nose, a version of which can also be found on the L200 pick-up. This is Mitsubishi taking a bolder design stance than previously, and there's no question that the extra chrome up front and tweaks to the car's rear are more than just a minor nip and tuck. There are fewer surprises when behind the wheel, with the driving experience remaining essentially the same as before. Electric-only power features heavily during the urban motoring cycle, giving the big Outlander a pleasingly brisk character – it's now two seconds faster to 25mph, for example. It's also pretty quiet too, a feeling that only adds to the cabin's already plush and upmarket ambience. Improvements to the already accomplished driving experience might be modest, but the improved cabin sound-proofing, suspension and steering adjustments, plus performance enhancements all combine to make the Outlander PHEV feel more engaging and refined in equal measure.



Key to the Outlander PHEV's performance is the combination of twin electric motors – one for each axle – plus a 2.0-litre petrol engine and a lithium-ion battery pack located under the floor. The full electric mode offers an official 32.5 mile range, making it ideal for urban motoring, although it will also entertain a 70mph run with a light throttle. You can vary the brake regeneration effect to the point that you can almost ditch the brake pedal, while the petrol













engine cuts in without fuss when you need more thrust. The twin electric motor arrangement ensures that the Outlander's four-wheel-drive off-roading credentials remain intact, too. Easy to live with, thanks to its modest charging times, the ownership experience should prove to be one of the better electric car compromises. Expect around five hours for a full charge from a domestic socket to 30 minutes for an 80 per cent top-up from a rapid charge outlet. The benefits include diesel-like torque and the refinement of a petrol-engined car, zero vehicle excise duty outlay and free London congestion charge access.

It's a car you will need to crunch the numbers for before making a commitment, as it's not for everyone. Long, high speed journeys tend to favour the diesel Outlander, but if your trips are short and you can charge at home or work, the potential for triple digit economy figures are real and helps legitimise the car's official 156.9mpg rating. Equipment updates mirror the diesel Outlander, but you do sacrifice that car's third row of seats. Given the hybrid car's other attributes, that's unlikely to be a deal breaker for informed and eco-savvy buyers

Iain Dooley

On sale Now
In showrooms Now
Prices £29,249 to £35,999
Bodystyles 5-door SUV
Engines 2.0 hybrid
Trim levels GX3h, GX3h+, GX4h, GX4hs
Also consider Mitsubishi Outlander 2.2 DI-D

Model tested Mitsubishi Outlander GX4hs
Price £35,999
Made in Okazaki, Japan
Configuration 5-door SUV, 5-seats, four-wheel-drive
Drivetrain 1998cc, 4-cylinder, 16-valve, petrol with twin electric motors
Transmission 1-speed automatic
Power output (engine) 119bhp @ 4,500rpm
Power output (electric motors) 2x 80bhp
Maximum torque (engine) 140lb ft @ 4,500rpm
Maximum torque (electric motor) 144lb ft
Top speed 106mph
0-62mph 11.0 secs
CO2 emissions (tax band) 42g/km (A)
Economy (combined) 156.9mpg
Fuel tank size 45 litres
Electric range 32.5 miles
Total range 541 miles
Insurance group 22
Company car tax BIK rate 5%
Size (length/width without mirrors) 4,695/1,800mm
Boot space (minimum/maximum) 463/1,602 litres
Kerb/maximum towing weight 1,845/1,500kg
Euro NCAP crash test safety rating
★★★★★
(pre-facelift tested)

Verdict The Outlander PHEV is a rare thing; an affordable, refined and competent plug-in hybrid with real character.
EcoCar rating ★★★★

TOYOTA MIRAI

If the attention that this Mirai got on the streets of Berkshire is anything to go by, Toyota's brand new hydrogen fuel-cell vehicle has a bright future ahead of it. And though its styling may not be to everyone's taste, there's no arguing that it is distinctive. The Japanese firm began research into fuel cells as far back as 1992, and now 23 years later, the first cars are on sale. Mirai is the Japanese word for future, and it's certainly forward thinking and akin to when the Prius first went on sale in the UK way back in 2000. That car set the standard for the future, and Toyota is expecting the Mirai to do the same thing again for the hydrogen fuel-cell market, with an ambitious target of selling more than 30,000 fuel-cell vehicles a year by 2020.



At the end of this month, around 12 examples of the Mirai will be on UK roads. It's certainly not cheap to buy at £66,000, though Toyota expects almost all of them to be leased at a monthly cost of £750 over four years and 60,000 miles. That price not only includes all of the maintenance and tyres, but also covers all of the fuel charges, too, the latter of which is estimated to be worth around £200 per month. Owners also get a 24/7 dedicated concierge service in the event of a problem cropping up, while maintenance is arranged centrally, with the car collected and dropped off, and a courtesy car left behind. For those buying the vehicle outright, a five year 100,000 mile warranty is included within the price, too, as well as a premium roadside assistance package.

But key to the car's success is down to the availability of hydrogen filling stations, and right now, there aren't too many about. One in Heathrow, another at Hendon and a third at Swindon are the only stations that are capable of refuelling the Mirai for now, but a network of nine are expected to open before the end of next year. Refuelling this cutting-edge Toyota takes around the same time as filling up a diesel or petrol car, and gives an optimum driving range of 300 miles, and thanks to failsafe measures built into the intelligent pumps, unless the connection is done properly, the hydrogen isn't dispensed. The tanks inside the car have been developed with the utmost of safety in mind, with ultra-tough









fuel tanks, sophisticated isolation systems, all designed to perform well in the event of an accident. Cleanliness is the name of the game, with the only tailpipe emission being water, which Toyota claims is chemically pure enough to drink. In fact, in the cabin there's a button marked H_2O, which the company suggests is pressed before getting home, to avoid the water being expelled onto your garage floor when parked.

The cabin of the Mirai is suitably modern – curvy and striking like the car's exterior – with a prominent touchscreen that dominates the centre of the dashboard. The navigation screen is beautifully placed up high for ease of use, with colourful graphics. The materials used are a step forward compared to other Toyota designs, with soft-touch, nice quality plastics that feel solid and built-to-last. The slightly elevated driving position gives a decent view out, and the armchair-like seats deliver excellent support in corners. Oddment space is well provided for thanks to large door pockets, an armrest cubby and a decently proportioned glovebox. Passenger space inside the Mirai is generous with excellent legroom both front and rear. And while headroom in the front is plentiful, taller passengers in the back may find their head brushing the headlining. The rear seating is configured for two, with a limousine-like rear armrest separating the pair of chairs.

Climb into the driver's seat, slide the stubby gear lever into 'D' for drive, and you're away, motoring along in near silence. Sure there's some sound from the electric motor and the tyres, but it's an incredibly serene experience. Performance is swift but demur, with more than enough power to keep up with other traffic. There's good fun to be had when cornering thanks to an almost total absence of body roll, and accurate, feelsome steering. There's a faintly irritating clicking sound when using the brakes, however, sounds from the audio system or passengers will drown that out. But best of all is the ride comfort, which soaks up the deepest of potholes and ruts nicely, and performs just as well at a faster pace at motorway speeds.

Ian Robertson

On sale Now
In showrooms Now
Prices £66,000
Bodystyles 4-door saloon
Also consider Hyundai ix35 Fuel-Cell

Model tested Mirai
Price £66,000
Made in Aichi, Japan
Drivetrain Hydrogen fuel-cell
Transmission 1-speed automatic
Power output 152bhp
Maximum torque 247lb ft
Top speed 111mph **0-62mph** 9.6 secs
CO2 emissions (tax band) 0g/km (A)
Range (combined) 300 miles
Insurance group tba
Company car tax BIK rate 5%
Size (length/width with mirrors) 4,890/1,815mm
Boot space 361 litres
Kerb/maximum towing weight 1,850/0kg
Euro NCAP crash test safety rating
Not yet tested

Verdict Future both by name and nature, this is the best quality Toyota product ever built. We're hoping the flair and ability shown in the Mirai will filter down to other products in the company's line-up.
EcoCar rating ★★★★



NISSAN LEAF 30kWh

If you've owned, driven or even researched the Nissan Leaf previously, then all you need to know is that this new model is almost exactly the same, but comes with a bigger battery. And a new bronze colour. After selling more than 10,000 Leafs in the UK, making it the best-selling electric car, it's time for a second facelift. The first facelift tidied up the styling a little, but this time it's left unchanged.

Instead what few changes there are take place inside or under the skin. The headline change is an upgrade from a 24kWh battery to a 30kWh unit. In clear terms, that means the range extends from 124 miles to 155 miles, a handy 25 per cent increase. Of course, your range will vary dramatically depending on road and weather conditions, as well as how heavy your right foot is. When things get as bad as they can get – we're talking about seriously sub-zero temperatures in the darkest days of winter – then 80 miles might be more realistic, but that will still be enough for the majority of daily driving needs. There is still the option to charge up to 80 per cent in just 30 minutes using one of a growing network of rapid chargers, allowing you to quickly top up and make longer journeys viable. At home on a standard domestic socket, it'll take an overnight charge of around 12 hours to hit 100 per cent from empty.





Extending the range has made the car ever so slightly heavier, but you won't notice that on the road, the Leaf remaining every bit the smooth and near-silent driving experience it's always been. Handling is benign, with nothing exciting ever happening, while the ride quality is pretty good thanks to soft suspension designed to cope with the heft of all those battery cells. What strikes you is, as with all electric vehicles, that immediate response to the throttle. It's intoxicating at low speeds, making the car feel far faster than it really is, although it starts to struggle a little at higher motorway speeds. Still, with little road noise and virtually no sounds from the wind, it's a relaxing environment.

That's even more the case now that Nissan has upgraded the infotainment system. Called Nissan Connect, it features a 3D navigation system (highlighting nearby charge points,) DAB digital radio, Bluetooth mobile phone connectivity, and everything else you would expect to find on a modern system, and all built behind an intuitive touchscreen that supports smartphone-like pinch and swipe movements. Elsewhere around the cabin the materials still feel a little too cheap and plasticky, with little in the way of style, but it's all perfectly functional.

There's a premium to pay for the bigger battery, with Nissan charging an extra £1,600 over the 24kWh model that will remain on sale, although that difference is exaggerated for entry-level buyers who don't get the option of more power; they have to upgrade from the base Visia specification to the more expensive Acenta trim level as well. Despite the extra cost, the upgrade makes the Leaf a tempting prospect, at least for those who use their car for urban transport. An eight-year/100,000-mile warranty should reassure buyers about the longevity of the battery, while the car itself is covered by the more common five-year/60,000-mile warranty.

Phil Huff

On sale Now
In showrooms December 2015
Prices £15,790 to £21,490 (£5,000 extra with batteries included)
Bodystyles 5-door hatchback
Trim levels Visia, Acenta, Acenta+, Tekna
Also consider Ford Focus Electric, Volkswagen e-Golf

Model tested Acenta 30kWh
Price £19,490 (£24,490 with batteries included)
Made in Sunderland, UK
Configuration 5-door hatchback, 5-seats, front-wheel-drive
Drivetrain Electric motor with 30kWh lithium-ion battery pack
Transmission 1-speed automatic
Power output 107bhp @ 3,008-10,000rpm
Maximum torque 187lb ft @ 0-3,008rpm
Top speed 90mph
0-62mph 11.5 secs
CO2 emissions (VED band) 0g/km (A)
Electric range 155 miles
Recharge time (AC 2.3kW/AC 3.6kW/DC) 8 hours/4 hours/0.5 hours
Insurance group tba
Company car tax BIK rate 5%
Size (Length/width with mirrors) 4,445/1,967mm
Boot space (minimum/maximum) 370/912 litres
Kerb/maximum towing weight 1,516/0kg
Euro NCAP crash test rating ★★★★★

Verdict For now though, the Leaf regains its position at the top of the pure electric charts, with the longest range, greatest usable space and the most pleasing driving characteristics.
EcoCar rating ★★★½

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"The prestige breathalyser, neat and easy to use, very accurate"

AlcoSense Elite - Group Test Winner
Diesel Car Christmas 2014 Issue

If you drank 4 pints between 9pm and midnight, you could still be over the limit until 11am the following day*. That's why almost 1 in 5 drink drive accidents happen the "morning after"**.

AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.

AlcoSense Single Use Breathalyser From £2.99

Available in a single and double pack.
Alerts the user at English, Welsh, Scottish Irish drink drive limits. Accurate, quick, easy to use
Ideal for occasional use





AlcoSense Lite Only £39.99

Reliable
Intermediate level sensor for good accuracy, blow tubes for improved sample quality.
Clear
Results in seconds. Alerts you when close to or over the drink drive limit.

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AlcoSense Elite Only £59.99

Accurate
Premium semi-conductor sensor for high accuracy, blow tubes improve sample quality.
Consistent
Blow Pressure Sensor and self cleaning increases accuracy and consistency.
Clear & Future Proof
Results in seconds. Alerts you when close to or over the limit. Recalibratable for many years of use.

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Find your local outlet at alcosense.co.uk/dealer-location/

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that's helpful that's halfords

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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)
* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.